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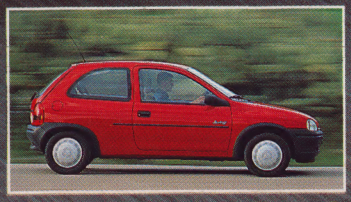
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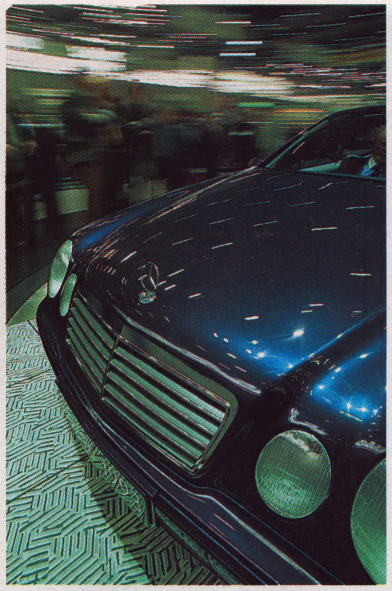
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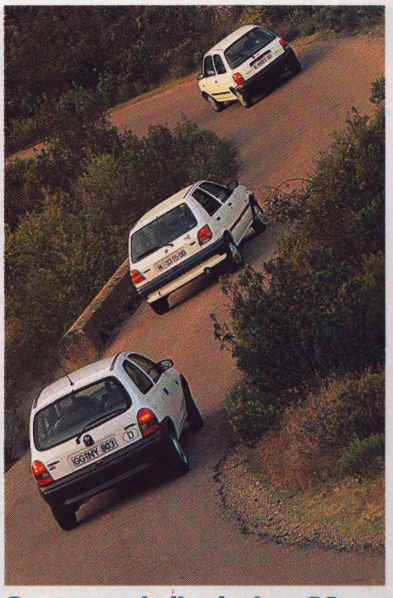
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How to contact us
EDITORIAL **General enquiries** 081 943 5013 **News desk** 081 943 5089 **Road test desk** 081 943 5081 **Features desk** 081 943 5638 **Subscriptions** 0858 468888 **Back issues/test reprints** 0235 534323 **Editorial fax** 081 943 5653

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Amazing Astons!

Stars of the best Geneva show in 20 years

The 160mph DB7 made a triumphant debut, successfully combining Aston DB heritage with modern technology

TWO NEW ASTON Martins stole the best Geneva show in 20 years. The £75,000 DB7 coupe and the Lagonda study drew bigger crowds than even the new Vauxhall Corsa, Ford Mondeo and Peugeot 306.

Europe's top designers were at the front of the huge crowd to see the cover come off the 160mph junior Aston, and the overwhelming view was that designer Ian Callum, Aston Martin and partners TWR had produced a beautifully proportioned shape and a worthy successor to the famous DB4/5/6 series.

A combative Aston chairman, Walter Hayes, said: "We took three cars, a DB4, 5 and 6 and the basic structure to Ian Callum and said, 'just like this, please'. I'm delighted with the way it has turned out."

The evocative DB7



The Lagonda Vignale was loved and loathed in equal measure



body, styled in the JaguarSport studio at TWR by Callum, clothes a structure and running gear based loosely on Jaguar XJS.

One Belgian businessman living in Switzerland was impressed enough to immediately put down a £10,000 deposit for the first DB7 due for delivery in June 1994.

Production of as many as 600 DB7s a year starts on 12 April next year at the JaguarSport factory at Bloxham, Oxfordshire, where the XJ220 is currently built. The last XJ220s roll out next year.

Power comes from a highly modified, supercharged version of Jaguar's 3.2-litre, 24-valve straight six with 335bhp at 5600rpm and 368lb ft of torque at 3000rpm.

The new car's part composite body is shorter, wider, lower and lighter than an XJS. Weight is 1650kg — 65kg less than an XJS — and overall length 4631mm (15ft 2ins), that's 134mm shorter.

Work on the DB7 hasn't finished yet. The chassis will be part-tuned by Jackie Stewart, a director of the new Aston Martin/TWR joint venture, AM Oxford Ltd, and details of the design will be improved. For example, the fuel filler cap will be reduced in size to improve styling.

While Ian Callum's DB7 received fullsome praise, there were no half measures with brother Moray's Lagonda Vignale — you either loved it or loathed it. Lack of space on the Aston stand meant Ford played host to the Ghia-designed car but did it no favours by displaying the Vignale above ground level and with ineffective lighting.

Chrysler president Bob Lutz thought it looked "bloody marvellous", a much published former designer considered it "the ugliest car I've ever seen".

Certainly, Ghia's reputation as *the* trend-setting design house has been enhanced — when the Lagonda was unveiled the car was again surrounded by designers, most of whom loved its deco interior and flowing lines.

Walter Hayes doesn't want to talk about production. "A new Lagonda has to come at some stage and we don't want it to be a sports car. Let's say we have no production plans, but we are already researching reaction to the Lagonda at the show."



Fiat Downtown Battery fun for three, p11



BMW Z13 Is this really BMW's future? p8



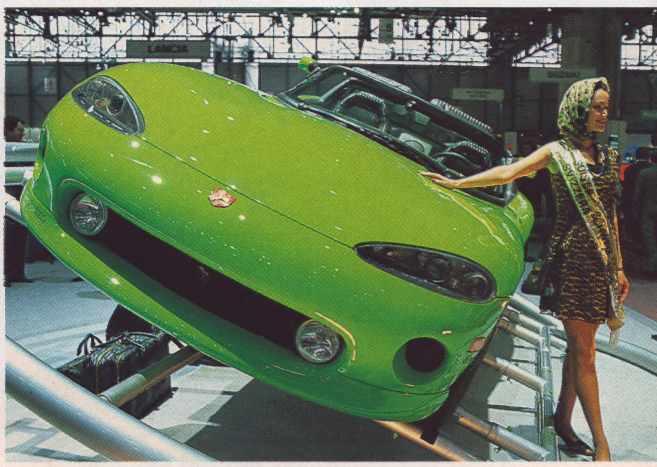
Citroen Xantia French flair for the fleets, p6



Aston designers Moray (left) and Ian Callum

The brothers Callum, Ian and Moray, come from Dumfries in Scotland. From childhood they loved cars and both attended the Royal College of Art. Ian, 38, worked with Ford before moving to Ghia where he designed the 1989 Via saloon and initiated the Zig and Zag. In 1990 he joined TWR, working on the DB7 Aston Martin.

Moray, 34, joined PSA in Paris after graduating, though none of his projects made production. Five years ago he joined Ghia in Turin and worked on the Via concept car. But the Lagonda is Moray's first car — he was project leader. Mum must be proud.



Rinspeed Viper You want more power? p13

REPORT Julian Rendell, Gavin Conway, Peter Robinson **PHOTOS** Stan Papior

Mercedes reveals its bold new face

THE CAR THAT will replace the Mercedes 200/300 range in 1995 will have radical front end styling that includes elliptical headlights.

The new nose was shown on a coupe prototype based on the 500E. It is essentially the treatment selected for the new 200/300 (E-class).

The aim is to give the new model a fresh and different appearance to the S-class and C-class (190 replacement).

It would have been unthinkable six months ago for Mercedes to go public with a new styling treatment, but times are changing at Stuttgart.

Mercedes refers to the nose design as "a move away from the all too level surfaces", a none too subtle reference to the slab-sided S-class and SEC models that have made designer Bruno Sacco an unpopular man in some quarters.

The new nose loses the two rectangular lenses flanking a traditional grille. In their place are four elliptical lights, a low and sharply raked grille and a subtle return to raised wings.

Although the concept car had the distinctive three-point star on the bonnet, this may be dropped on future sporting models.

The show car was designed by a team led by Murat Gunak, C-class project manager.

Insiders say the rest of the design isn't so significant in hinting at the direction of Mercedes designs. However, some features — including a tailgate that opens down to the bumper and an all-glass roof — will be seen on specific models in the future.

Mercedes believes it needs to give customers time to get used to the new nose — a shrewd move given its mixed reception in Geneva.



This is how the nose of 1995's 200/300 replacement will look. Note two

Citroen's Xantia to aim high in the UK



Xantia likely to be competitively priced at £12,000 to £17,000

CITROEN HAS ambitious targets for the new Xantia family saloon, which goes on sale in the UK on 20 May.

The company hopes to sell 15,000 Xantias this year and a heady 24,000 in 1994, so expect the BX replacement to be competitively priced against rivals such as Ford's new Mondeo and Vauxhall's long-serving Cavalier.

Citroen insiders believe the Xantia range will be priced from £12,000 to £17,000.

Last week Ford revealed that the Mondeo 1.8 LX five-door will cost £13,380 and the 2.0 Ghia saloon £17,900, while the equivalent Cavaliers range from £12,655 for the 1.8i GLS to £16,950 for the 2.0i Diplomat.

The Xantia makes its debut in the UK with a choice of 103bhp 1.8-litre, 123bhp two-litre and 155bhp two-litre 16-valve engines.

Two diesel models will follow in the summer. Citroen says the 71bhp 1.9-litre normally aspirated diesel and 92bhp turbo diesel Xantias will be available "in plenty of time for August".

AUTOCAR & Motor



pairs of elliptical headlights, laid-back grille and subtlely raised wings



Looking like the car driven by Joe 90 in the '60s television series, the Renault Racoon stands for even higher ideals than the wrong-righting puppet. "An amphibious 'go-anywhere' vehicle, it amounts to a firm proposal which could become tomorrow's freedom car, one which would bring all men together no matter what the geographical problems," says Renault. The Racoon features four-wheel drive, hydraulic jacks to improve ground clearance, a watertight body and a glassy cabin for good visibility. It is powered by the Safrane Biturbo's 262bhp V6 engine with a six-speed gearbox.

Geneva: back on the right wavelength

It was the best Geneva show for 10, maybe 20 years. Someone who should know said it was the best in 30 years. The history isn't relevant; the success of the show is.

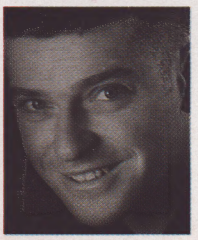
We've never talked about 'green shoots' in this magazine and we're not going to start now. Not in the finance sense, anyway. But there was real optimism and real strength on show at Geneva.

After previous Geneva shows we've expressed doubts about the European industry's ability to understand and respond to market changes as quickly and effectively as its rivals.

Now's the time for us to give credit where it's due. The significant debutants at Geneva — Corsa, Mondeo, 306, Xantia — are night and day compared with their predecessors. And they all deserve to do very well.

Then there are the cars that won't set the sales charts on fire but set our hearts racing. Look no further than the Aston Martin DB7. Well done, Walter Hayes — we've been waiting 20 years for that car.

If you still don't believe the industry has finally tuned into your wavelength, contemplate this: Mercedes-Benz publicly clinicking its new look. Unthinkable last year, let alone whenever it was that Geneva was last a great show.



Michael Harvey
EDITOR



Bugatti EB112 is confirmed for production, with left-hand-drive cars on sale in 1995

£140,000 tag for Bugatti's V12 saloon

BUGATTI HAS announced firm production plans and a price for its curvaceous EB112 saloon.

The high-tech six-litre V12 car is expected to cost about £140,000 — much less than expected — and sales of left-hand-drive cars are expected to start in 1995. Bugatti boss Romano Artioli talks confidently of 300 sales a year.

Bugatti is promising a top speed of about 186mph and a 0-60 time of 4.4secs from the 1800kg four-seater, making it the world's fastest production saloon.

Listening to the urgent and burbling idle when the car was driven into the show, the claims could be accurate.

A carbon-fibre chassis, semi-automatic six-speed gearbox and hydraulic suspension mean its specification is more advanced than any existing luxury saloon.

The Bugatti's flat grille on an equally flat nose hints of the 1932 Type 55, while a split rear window on the fastback tail is reminiscent of the Atlantic.

Bugatti also revealed plans for a two-plus-two coupe based on the front-engined EB112 platform. If the rumours in Geneva are accurate, it could be designed by a leading British stylist.

In Geneva, opinion was evenly divided as to whether Bugatti or Aston Martin with the Lagonda Vignale has been most successful in its attempt at subtle retro styling.

Both Bugatti and Lagonda are almost two-box designs and are remarkably similar in profile and proportions.

Giugiaro's heavily tapered body disguises the EB112's size — it's 5070mm (199.6ins) long and 1960mm (77.1ins) wide, though its 1405mm (55.3ins) height is noticeably lower than the Vignale.



Innovative BMW Z13 three-seater testing public reaction at show

BMW Z13 needs a thumbs up

IF REACTION TO BMW's Z13 is positive then there's every chance it could go into production, just as the Z1 sports car did after its first showing as a concept car.

Created by BMW Technik, the three-seat Z13 has been designed to find out if small car buyers are prepared to pay BMW prices for an unusual limited-volume vehicle.

Another three prototypes are planned as part of a research programme, but a decision won't be made until after September's Frankfurt show.

The Z13 uses BMW's water-cooled 1.1-litre straight four from the K1100 RS motorcycle. It can be tuned to either 80 or 114bhp for the Z13 and drives through the Fiat-Ford CVT transmission.

BMW claims the 830kg car will hit 60mph in under 10secs and reach 112mp.

★ Full story next week

Mondeo will cost more than rivals

FORD'S MONDEO will cost considerably more than its rivals when sales start on 25 March.

While list prices are generally lower than for the outgoing Sierra, Ford has cut dealer margins to 10 per cent, thereby reducing the infamous discounts that have always distorted the picture.

The good news is that buyers will get the best car in its class and standard features such as an airbag, usually a £500 or more option.

The entry-level 1.6-litre Mondeo saloon will list for £11,400 — that's £1230 more than the base 1.6-litre 405 and £1005 more than the entry Nissan Primera.

The most expensive Mondeo will be the £18,080 five-door two-litre Ghia which has as standard anti-lock, air, self-levelling rear suspension and alloys.

The Toyota Carina 2.0 Executive is £2281 cheaper than the Ghia and the Vauxhall Cavalier 2.0i Diplomat is £990 cheaper.

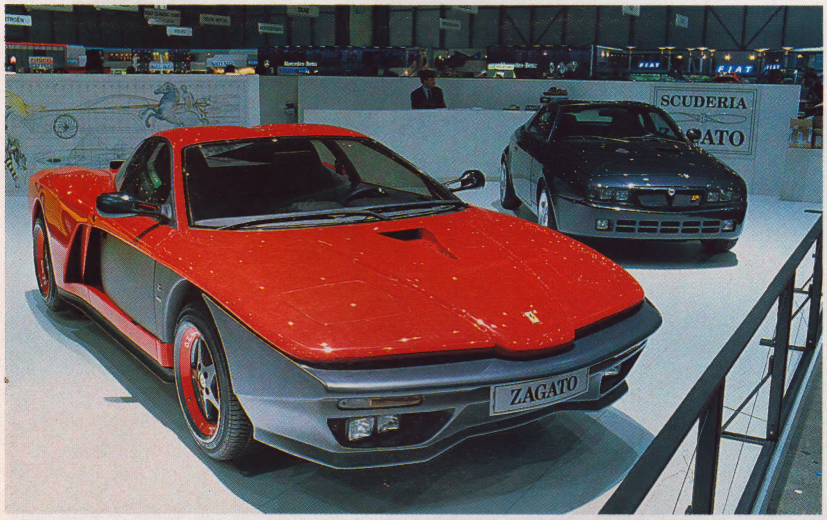
Ford plans to equip all models — from the Fiesta to the Granada — with airbags by January 1994.

Mondeo list price samples

Model	Price
1.6i 4dr	£11,400
1.6i LX 5dr	£13,080
2.0i GLX 4dr	£14,000
2.0i Si 5dr	£15,730
2.0i Ghia 5dr	£18,080



Mondeo will carry a price premium over rivals but is best in class



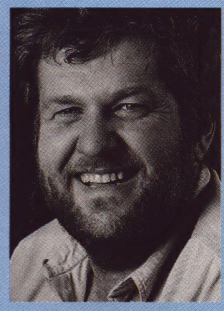
Ercole Spada, designer of many beautiful cars including the Aston Martin DB4 GTZ, marked his return to Zagato with a rebodied Ferrari Testarossa. Taking cues from F1 cars, Spada has given the FZ93 a distinctive boxy body and raised bonnet with a snout like an F1 car's nose cone. "The body is as small as we could get to enclose the engine and cabin and give a feeling of power, while looking different," says Spada. The front bumper is carbon-fibre, the body aluminium alloy and the interior uses angular instrument pods and leather. There are no plans to build more, but Spada says the FZ93 was designed with production in mind. The show car cost £400,000 to create.

MY MOTORING WEEK

Life and times of a man on the move **Steve Cropley**

THURSDAY
Dashed up the M1 to Newport Pagnell to see the Aston DB7 with my own eyes. Transport was a Subaru Legacy RS Turbo. Although very quick, it felt like a milk float after last week's Lotus Carlton.

The DB7 is every inch an Aston, and to my eye it can justify the sub-£80,000 price on shape alone.



> "Gauntlett's name is not heard much in Tickford Street now, but his contribution should not be forgotten"

Designer Ian Callum has managed to recall the greatest post-war Astons (DB2 rear, DB4 front) in a shape which is bang up to date.

Aston HQ was the same endearing old place. We all packed into the tiny board-room (adorned again with David Brown's portrait) to hear the remarkable Walter Hayes explain the project. An engaging speaker, Hayes was not backward in claiming credit as the project's instigator.

Luminaries were everywhere: operations director Nick Fry radiated energy, Tom Walkinshaw quietly talked engineering, Jackie Stewart (now on the board) parried questions about a race programme.

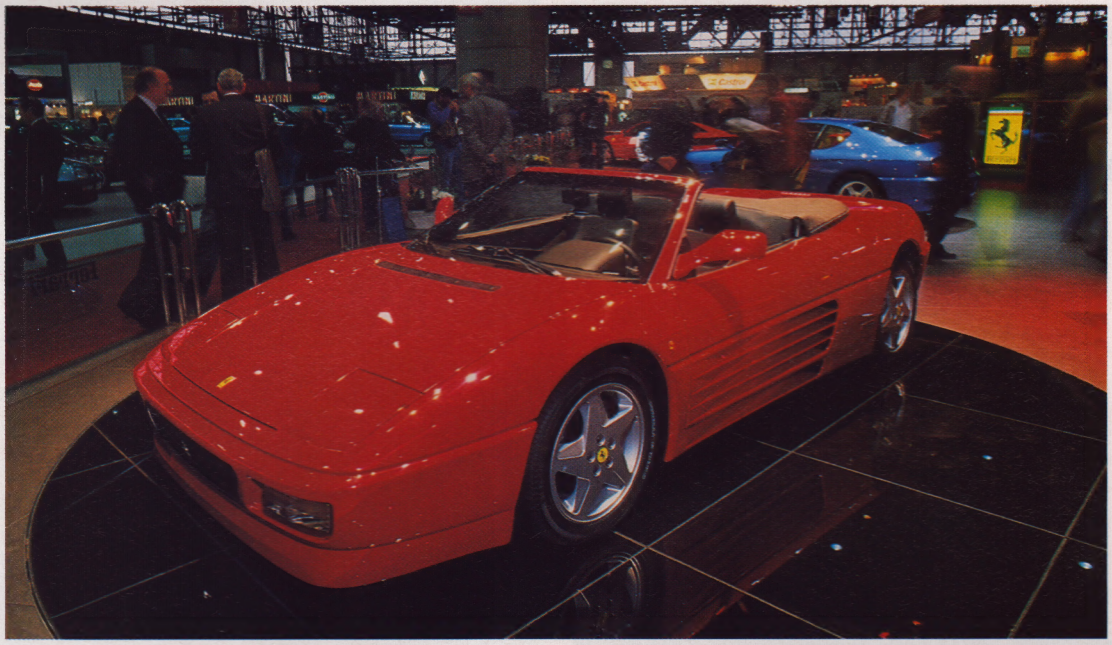
But I thought of Victor Gauntlett, chairman until a couple of years ago. His name is not much heard in Tickford Street nowadays, but his contribution should not be forgotten.

He kept Aston going for a decade when it had no safety net. He delivered it into the safe hands of Ford. He was first, in my memory, to see the need for a 'new DB4'. He'll be glad they're building the car he had in mind.

MONDAY
Thrashed the keyboard at home until the heating oil man, Mr Hobbs, arrived. Turned out he's an enthusiast of classic trialling, and runs a Ford Fiesta, both in local events and well-known ones like the Land's End and the Exeter.

I've always loved trials for the huge return in fun you get for your money. With a pal, I campaigned a Skoda in the mid '80s (we called her Olga, the Mud Wrestler). Estelles were rare then; now they're more common. Hillman Imps and VW Beetles still set the pace and low budgets are still the fashion: £500 buys a competitive car.

Mr Hobbs is organising the Stroud Trial, a local event, on 21 March. I can hardly wait, and damn the mud and cold feet.



Production of right-hand-drive Ferrari 348 Spiders begins in June. Deliveries should start before the end of the year. Two years in the making, the Spider was styled by Pininfarina up to the first model stage. Ferrari is making the bodies at its Scaglietti plant. The Spiders are finished at Maranello, where 100 left-hand-drive cars are already completed. The UK price is £75,779 — just 2.5 per cent more than the 300bhp 348tb coupe on which its based. The soft-top is just 10kg heavier than the coupe but an extra 12bhp means a slightly higher top speed of 170mph.

BMW had a choice: offer the new 3-series cabrio with two engines and left-hand drive only, or one engine and right-hand drive. So when the convertible right-hooker hits Britain in September, power will come from the 192bhp 2.5-litre six. For now. When there's more production capacity in 1994, the 1.8 four and two-litre six go into production. Based on the 3-series coupe, the cabrio is expected to cost 10-12 per cent more than the outgoing model. An optional power hood is unlikely for Britain until the pound is stronger against the deutschmark.





To celebrate 30 years of the 911, Porsche has introduced a limited edition Anniversary model. It is based on the Carrera 4 and, when it goes on sale in the UK in late March, it will effectively replace the existing 'narrow-body' Carrera 2. But Porsche says only 1500 of the Anniversary models will be built. Using the wide-body from the Turbo, 17ins wheels and special badging, the Anniversary model is the last variation of 911 before the arrival of the 993 in September. Porsche Cars GB hopes to keep the price of the special under £60,000.

this week





Identical twins, the Nissan Terrano II and Ford Maverick off-roaders are almost indistinguishable. Look carefully and you'll see the Ford has a different front bumper, grille, alloy wheels — five spokes to the Nissan's six — and, of course, different badges. Inside, their interiors and equipment will be marginally different: Nissan will offer LX, SLX and SGX trim levels; Ford offers just basic and GLX.

There's a choice of two Nissan-built engines: either a 122bhp 2.4-litre four-cylinder petrol unit or 99bhp 2.6-litre turbo diesel four. Both engine options are available in three or five-door bodies. Nissan takes the credit for the design and production, although the Italian styling house IDEA shaped the body.

Their prices won't be announced until sales of both the Maverick and Terrano II start in mid-June. Expect them to be more expensive than the Vauxhall Frontera, but cheaper than the Mitsubishi Shogun, suggesting a price of around £19,000 for the five-door turbo diesels.



Fiat's 2500mm-long Downtown electric research car has a central driving position and two offset rear passenger seats. The 9.5bhp electric motors are fed by sodium-sulphur batteries and are built into the 15ins rear wheels. These wheel assemblies include suspension, brake drum, and wheel bearings. The 697kg vehicle's top speed is 62mph, with 0-30mph acceleration in 9secs and a range of 118 miles. Meanwhile Peter Davis, 36, (inset) has taken over as Fiat design chief from fellow American Chris Bangle.





Peugeot gave the three-door 306 a surprise show debut at Geneva — most onlookers expected a summer debut. Cynics suggested (and Peugeot denied) that the 306's lukewarm reception on the Continent prompted the move. Either way, the 155bhp 306 16S (above) was a stunning sight on the stand. Meanwhile, phone lines to Peugeot's Ryton plant were humming as a strike ballot threatened production. The vote went against a strike.

The 306 16S, on sale in the UK this autumn, uses the two-litre engine from the Citroen ZX 16v, which hustles to 60mph in a claimed 8secs and reaches nearly 140mph. The Peugeot is unlikely to be much heavier, so it should rival those figures. The 306 could score on safety too. It is engineered to accept driver's *and* passenger's side airbags, although Peugeot isn't saying when the 306 might get them.

The 306 makes its UK debut next month in five-door guise (left) with 1.4, 1.6 and 1.8-litre engines. Peugeot says a 1.9-litre diesel will be ready by August, and that 306s will be competitive with Ford's Escort in terms of price and specification.



The Pininfarina Ethos II coupe challenges the ecological 'high ground' held by electric cars. It has an economy-boosting Cd of 0.19 (most family saloons are about 0.33). The coupe, powered by a 54bhp one-litre Orbital two-stroke, is said to achieve 135mpg at a constant 56mph. It has a 120mph top speed and emissions levels 10 times lower than current US standards. Pininfarina says annual production of 12,000 coupes and its roadster sibling would be commercially viable.



This wild BMW V12-powered concept car boasts a theoretical top speed of 150mph and a 0-60mph time of under 5secs. The Sbarro Isatis uses BMW 750iL running gear and is the work of students at custom car builder Franco Sbarro's Swiss design school. The novel steering wheel features a centre-mounted revcounter and speedo that stay fixed when the wheel turns. The car is a non-running one-off, but one proud student said: "BMW could build it today."

this week

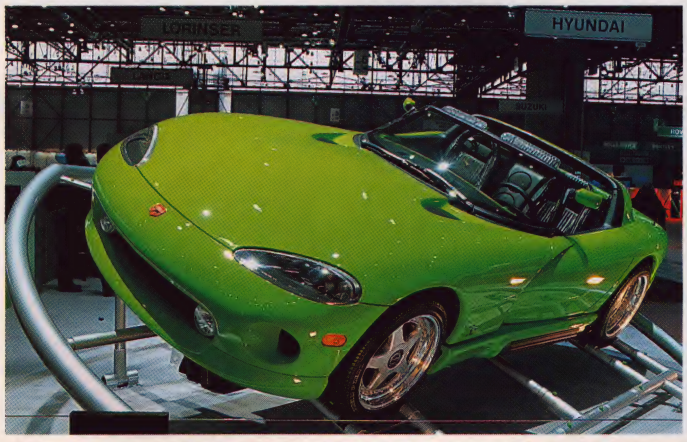




The new Vauxhall Astra convertible should go on sale in the UK in late June. And the good news is that the price of the Bertone-built cabrio is expected to remain at the same level as the existing model, which is based on the previous generation Astra hatch. Initially the Astra cabrio will be sold with the 115bhp two-litre eight-valve engine found in the current soft-top. Vauxhall says that later there will also be a version using the 100bhp 1.6-litre unit from mid-range Astras.

Based on the Astra saloon, rather than the hatchback, the cabrio conversion is particularly neat. The folding soft-top, made of three-layer plastic, can be opened and closed with one hand and stowed out of sight in a special compartment behind the rear seats. A fully automatic power-operated roof is an optional extra. Reinforced side sills, a crossmember under the rear seat with a sheet metal support, and strengthened door pillars and rear side panels mean that the shell is sufficiently rigid not to need a chassis-stiffening roll hoop. A driver's side airbag will be offered as an option.

Also being shown on the stand in Geneva to "test the public reaction" was a prototype 16-valve two-litre Astra estate. Vauxhall says that it has no plans to introduce the model in the UK, but production is already scheduled for Germany and Switzerland.



If the standard 400bhp Dodge Viper isn't wild enough, how about this 550bhp fire-breathing version from Zurich tuner Rinspeed. Called the Viper Veleno — derived from the Italian for poison — the extra power and astonishing 602lb ft of torque (up 30 per cent) comes courtesy of a nitrous oxide system that increases the amount of air and fuel burnt in the engine. Enormous 18ins Pirelli P Zero tyres (275/35 front and 335/30 rear) should improve traction.



The 134mph Clio Williams homologation special could come to the UK later this year. Just 2500 will be built for Formula 2 rallying this year — all in left-hand-drive form. Power comes from a bored and stroked version of the Clio 16-valve 1.8-litre four. Capacity rises to 1998cc, power to 150bhp (from 136bhp) and torque to 129lb ft at 4500rpm. The hot Clio also gets a closer-ratio gearbox and revamped suspension. Renault claims the 0-62mph sprint takes 7.8secs.

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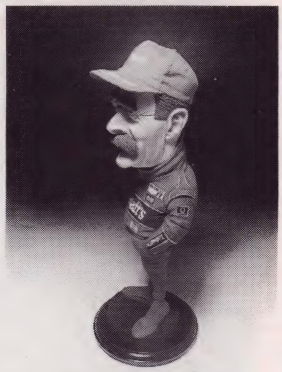
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De Tomaso's mid-engined Guara will use 308bhp BMW four-litre V8

De Tomaso V8 coupe key to its future

THE £50,000 MID-ENGINED Guara is the car that will decide the future of De Tomaso.

With chairman Alejandro de Tomaso being treated in hospital following a recent brain haemorrhage and the company in financial turmoil, the Guara must be successful to keep the marque alive.

Alejandro's son, Santiago, unveiled a styling mock-up of the Pantera replacement and said that production of the mid-engined coupe will begin in December. For a few months, both the Guara and Pantera will be produced side by side.

Using an aluminium backbone chassis — a traditional De Tomaso engineering feature that dates back to 1962 and was used on the Vallelunga and Mangusta — the Guara is intended for road and track.

The Guara uses BMW's four-litre 304bhp V8 engine, driving 18ins magnesium alloy rear wheels through a six-speed gearbox. Suspension is by four-link independent push-rod all around. Performance was described as "formidable" by a De Tomaso engineer.

Q&A

Why we want to sell Lotus



Louis Hughes, president of General Motors Europe, will decide who Lotus's new owner will be

Why are you thinking of selling Lotus?
We've got to get the basic core of Lotus stabilised before we can move forward. We've already lost a lot of money and a new model — the Esprit replacement — will need money soon.

Is a new Esprit really necessary?
Yes. To retain the value of the Lotus name, there has to be a new Esprit.

When is that needed?
It has to happen soon. But even if the go-ahead was given today, it would take three to four years before a new car was on sale.

What will happen if Lotus isn't sold ?
We will still own it. Lotus Engineering is very important to us. General Motors provides the majority of its business. We have enormous engineering and development needs.

Could the Elan ever go back into production?
It is very, very unlikely. Each car lost thousands of pounds. The costs of making it were massively underestimated.

Studies done before the Elan was killed suggested that up to £3000 could be saved from its cost.
That wouldn't have had any effect. The costs were in the basic structure.

Would you prevent a buyer putting the Elan back into production?
No. They'd be free to do as they want with it.

If Lotus was sold, perhaps to the management, would GM retain a share?
This depends on the detail of any sale. We'd definitely want a say in the engineering business.

When will you sell Lotus?
I haven't decided yet if it will be sold; and it's a decision I must make.



In the metal, Lancia's new Delta looked better than anybody expected. It may have been styled eight years ago (by Ercole Spada when he was working at IDEA), but that didn't stop the Delta from being one of the surprise stars of the show. Lancia plans to sell 60,000 a year with half to be exported, although a decision on when the UK will get the handsome little hatchback is yet to be made. A two-door Delta is planned for February 1994 and the following autumn there will be a two-door replacement for the classic Integrale. Full story of the new Delta appears on p50.



Reinforced seats give roll-over protection

Audi plans safety seats for Cabrio

BY EARLY 1994, AUDI CUSTOMERS MAY be able to order Audi's Cabrio with a clever roll-over protection system using the seat backs and headrests as a 'roll-bar'. The headrests have a cast metal core, the seat backs are reinforced with steel and the seat mountings are strengthened. All this makes the seats strong enough to protect passengers in a roll-over. The drawbacks are a 40kg weight penalty and no seat rake adjustment.

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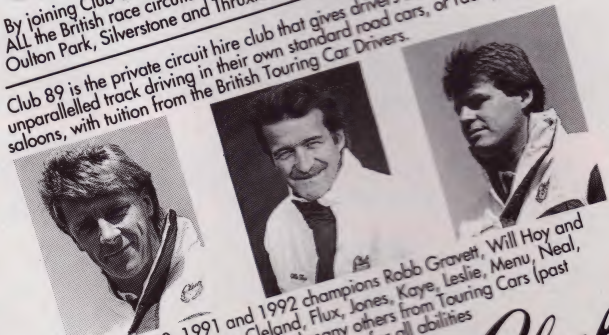
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Corsa will be on sale in April. GSi (above) follows in August

Corsa to arrive with £10m ad flourish

VAUXHALL WILL unleash a £10 million advertising campaign for the new Corsa on 1 April, the day before sales start. Viewers of ITV's programme *The Bill* will see the ad first at 8.45pm.

The message is a closely guarded secret, but Vauxhall is hoping that, within 10 days, 80 per cent of the population will be aware that the new car won't be carrying the Nova name.

At launch, just three-door bodies will be on sale, with five engines and four trim levels. The five-door car arrives in June, and the range-topping GSi in August.

The 1.2-litre comes in Merit and LS trim, the 59bhp 1.4i in LS and Flair trim, the 81bhp 1.4i in SRi trim, the 1.5 diesel in Merit and the turbo diesel in LS.

LS features power steering as standard on the 1.4 and the turbo diesel, while anti-lock brakes are optional. Power steering and anti-lock are optional on the Flair.

★ Corsa vs rivals, p36



Range-topping Charade: more flexible engine

'GTi' badge axed on new Charade

INSURANCE worries have forced Daihatsu's UK importer to drop the 'GTi' badge on the flagship of the all-new Charade range.

Daihatsu UK has not decided what to call the range-topping Charade, which will be badged GTi in other markets and boasts the 103bhp 1.6-litre 16-valve engine currently powering the Applause saloon. "It won't be badged GTi, in order to give it an insurance break," said a spokesman.

The hot Charade replaces the hyperactive three-cylinder 99bhp GTi which reached 60mph in 7.9secs. Daihatsu says that while the bigger-engined Charade might not be as quick, it will be much more flexible.

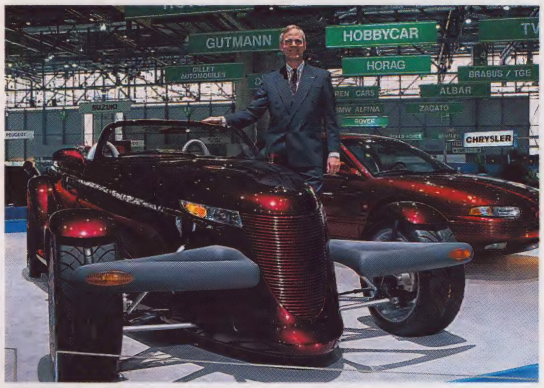
The new three and five-door Charade line-up, which goes on sale on 12 June, gains a smoother, rounder body with a slightly increased wheelbase for improved rear legroom. Daihatsu UK hasn't decided on pricing for the new car saying only that it will be 'competitive'.

Chrysler hot-rod set to hit the strip

NEIL WALLING, DIRECTOR OF ADVANCED & International Design at Chrysler Pacifica in California, showed off the V6 Prowler hot-rod and revealed a dozen people were busy making it production-ready.

"We're looking at costs, weight, price, quality and some of those involve the designers because we want to make Prowler as simple and light as possible." He ruled out any chance of right-hand drive, though, as volume would be too low to justify the extra engineering.

Market research for cars like Prowler and Viper is not "scientific", according to Walling. "These are 'thesis' cars: we take a look at the market or American culture. Sometimes, as with the Viper, you really strike a chord."



Walling hopes Prowler will 'strike a chord'

VW helps Skoda to update Favorit

SKODA HAS LAUNCHED A NEW RANGE of Favorits with the help of Volkswagen, a major shareholder in the Czech car maker.

On sale now, the new Favorits are safer, more comfortable — and more expensive.

Side impact bars are now standard across the range and the interior has been revised using better quality materials, more supportive seats and a more modern, if still squarish, dashboard.

The revision means an average price hike of £400: the entry-level LXi now costs £4849 and the most expensive Favorit, the GLXi estate, costs £6372. The 54bhp 1.3-litre engine gets a more up-to-date Bosch Mono Motronic engine management system. Externally, the new Favorit has received a host of cosmetic tweaks.



Favorit gets side impact bars and better trim

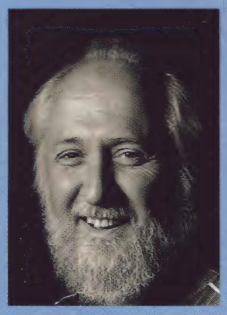
WISH YOU WERE HERE

By our man from across the Channel **Peter Robinson**

CALINO
ITALY

We've had to buy a new bookcase to house the travel literature we've accumulated on Europe. Town maps, timetables and accommodation guides are turning us into a self-sufficient travel centre.

There are features torn from magazines, guides to charming



"My only criticism is there isn't a symbol to indicate a hotel is 'brand new and soulless'"

small hotels, less-thumbed lists of luxury five-star establishments, phrase books and travel tomes as varied as Jan Morris's incomparable *Venice* and Richard Binns's *French Leave*.

Two shelves are given over to books on Italy, with a concertina file divided into Italian provinces.

Other countries have labelled plastic bags. Some are subdivided into regions. These bags sit in big plastic boxes that can be lifted down for perusal.

There are train timetables and airline schedules — invaluable when planning a journey. Cross-referencing places to see, stay, eat and *avoid* can take up several very pleasant evenings.

Of all the publications, the ones we have used the most are the Michelin guides and maps. The *Atlas of Europe* goes with us everywhere. Thank goodness it now has a spiral binding, but even this is not proof against the most frequently-travelled pages coming loose. A replacement is imminent.

The green Michelin tourist guides are the most comprehensive and each year more and more are available in English.

But it is the red Michelin guides we use most. Stout little books, they list hotels and restaurants in a myriad of alphabetically-listed towns and cities.

Symbols mastered, you can tell at a glance what facilities you'll find, how much you'll pay and whether they take your plastic.

We always look for a rocking chair — a black one signifies a quiet hotel, a red one a very quiet hotel. If this symbol is followed by that for a garden, a view or a brief description like "18th century country house", we head straight for that hotel.

My only criticism is there isn't a symbol to indicate a hotel is "brand new and soulless" — an establishment we would then avoid at all costs.

Company car tax reform due in Budget

Two-litre 'tax-buster' drivers are likely to lose out in the shake-up. By David Sutherland

NEXT WEEK'S Budget will contain the final details of the Inland Revenue's long awaited reform of company car taxation.

But Chancellor Norman Lamont will also announce how the Treasury will recoup the revenue lost last year when Special Car Tax was abolished, and reveal the government's plans on toll roads.

In a consultative document published last July, the Inland Revenue gave notice that it would scrap the present five capacity/price bands, and pointed towards a system based on 12 price bands ranging from under £5000 up to £62,500.

During the consultation period, which ended in November, the motor industry voiced its disapproval of a banding system. Instead it urged the Treasury to make tax liability a straight percentage of a car's list price.

"Banding is no better than what we have now because it would still lead to an artificial clustering of models just below price bands," says Vauxhall.

And Saab claims safety equipment could go by the board as car makers trim prices to make the lowest possible band.



There will be winners and losers under new rules

Banding or not, there will be clear winners and losers among company car drivers. According to preliminary figures in the consultative paper, drivers of current 'tax-buster' two-litre cars such as the Saab 9000 CS and BMW 520i, both of which can be discounted to just below the present £19,250 threshold, will pay about 40 per cent more tax.

With engine capacity no longer a factor, cars over two litres, such as VW's Golf VR6, will become much more tax efficient.

The Inland Revenue's document mentioned no changes to the existing 2500 and 18,000 mileage thresholds or fuel scales.

The new tax scales are likely to come into effect for the 1994-95 tax year, but the Chancellor could rush them through for 1993-94.

Proposed changes in company car tax system

	list price	present tax	proposed 12-band tax	proposed % tax
Rover 414 SLi	£11,715	£535	£694	£650
Ford Mondeo 1.6	£11,400	£693	£624	£633
Vauxhall Cavalier V6	£16,085	£1776*	£1553	£1428
Saab 9000 CS	£18,750	£1108*	£1554	£1665
Mercedes-Benz 320E	£33,700	£3720*	£3108	£2993

Assumes Inland Revenue's proposed 22.2% tax based on 2500-18,000 business miles pa
*based on 40 per cent income tax rate

Will the Chancellor raise tax on petrol?

THE MOTORING ORGANISATIONS predict that private motorists will be hit by extra tax on fuel.

When he abolished the remainder of Special Car Tax in last year's Autumn Statement, Chancellor Norman Lamont said that the money would have to be clawed back from the motorist in this year's Budget.

And with petrol in the UK almost the cheapest in Europe, increasing duty on fuel is one of the most obvious ways for the government to recover the lost tax revenue without hurting the motor industry. "There are more rumours about increases than there usually are at this time of year," says BP. And the AA is "expecting a 10-15 per cent increase". This would raise the average price of unleaded fuel by 20p, to around £2.40 a gallon.

Road Tax may also rise, but not significantly. Last year's increase was the first for eight years, so the government seems to be more in favour of pay-as-you-drive fuel taxation.

Survey says motorists oppose fuel tax rises

AN OPINION POLL PUBLISHED TODAY by the RAC reports that there is widespread opposition among members of the public to the government increasing the duty on fuel.

The NOP survey, in which 663 drivers were interviewed, indicates that more than two thirds of motorists would be "very concerned" if the price of petrol was increased by 30p a gallon in the Budget, and that half would object to a price rise of 20p.

Few drivers, however, believed that raising the price of petrol would make any difference at all to their normal driving habits.

The cost of increasing petrol duty

HOW A RISE IN DUTY WOULD INCREASE THE FUEL BILL* FOR 12,000 MILES' MOTORING

Duty increase per gallon	10p	20p	30p
Ford Fiesta 1.1 (40mpg)	£695 (£34)	£732 (£71)	£768 (£106)
Vauxhall Cavalier 1.8 (30mpg)	£928 (£44)	£976 (£92)	£1024 (£140)
Jaguar XJ6 4.0 (20mpg)	£1392 (£66)	£1464 (£138)	£1536 (£210)

* unleaded

Announcement on tolls due in 1993

IN THE AUTUMN STATEMENT LAST year the Transport Secretary announced that a consultative document on the taxation of "inter urban" motorways would be published this year.

The Chancellor may therefore take the opportunity presented by the Budget to make an announcement about government policy regarding motorway tolls. Whatever he says in his speech, any actual toll schemes are still believed to be some way off.

How last year's budget affected the motorist

IN 1991, AT A TIME WHEN CAR SALES were plunging, the government increased VAT from 15 to 17.5 per cent, but last year's Budget was much more motorist friendly.

Car tax was halved to five per cent and the remainder was completely abolished in the Autumn Statement.

The duty on unleaded petrol and diesel was increased by 5p a gallon, four-star rose by 10p, and a year's Road Tax went up by £10 to £110. The tax on company cars rose, but only in order to keep pace with inflation.

Current company car tax system

capacity	tax	price	tax
up to 1.4 litres	£2140	**£19,250 to £29,000**	£5750
1.4 to two litres	£2770	**over £29,000**	£9300
above two litres	£4449		

If annual mileage is under 2500 miles, tax liability is increased by 50 per cent; if it is over 18,000 miles, liability is reduced by 50 per cent.

Vauxhall's V6 Cavalier priced to sell



V6 Cavalier: priced close to four-pot rivals

VAUXHALL'S NEW V6-powered Cavalier went on sale last week priced at £16,085. At that price, Vauxhall expects it to sell like "hot cakes" to fleet buyers.

Industry experts had forecast that the new Cavalier would be priced just under the present company car tax threshold of £19,250. But at just over £16,000, a four-door manual saloon costs just £1455 more than a Ford Sierra Sapphire 2.0 Ghia and only £1090 more than a Nissan Primera 2.0SGX.

The 2.5-litre V6 Cavalier breaks the two-litre tax threshold but Vauxhall is looking towards new company car tax rules in the Budget —12 price bands are expected to replace the price/engine-capacity system.

The Cavalier hatch is priced at £16,225 and both four and five-door cars offer a long list of standard equipment, including a driver's side airbag and seat-belt pre-tensioners.

Vauxhall claims that emphasis has been placed on relaxed cruising rather than outright performance, but the British-built 167bhp V6 engine pushes the new car to a top speed of 146mph and up to 62mph from rest in 7.8secs.

Nissan launches Sunny GTi clone

NISSAN HAS INTRODUCED AN insurance-busting Sunny GTi lookalike to replace the current SLX three-door hatch.

The new three-door Sunny SR shares its aggressive bodykit and interior with the 143bhp two-litre GTi but is powered by a revised version of the 1.6-litre engine from the Sunny range.

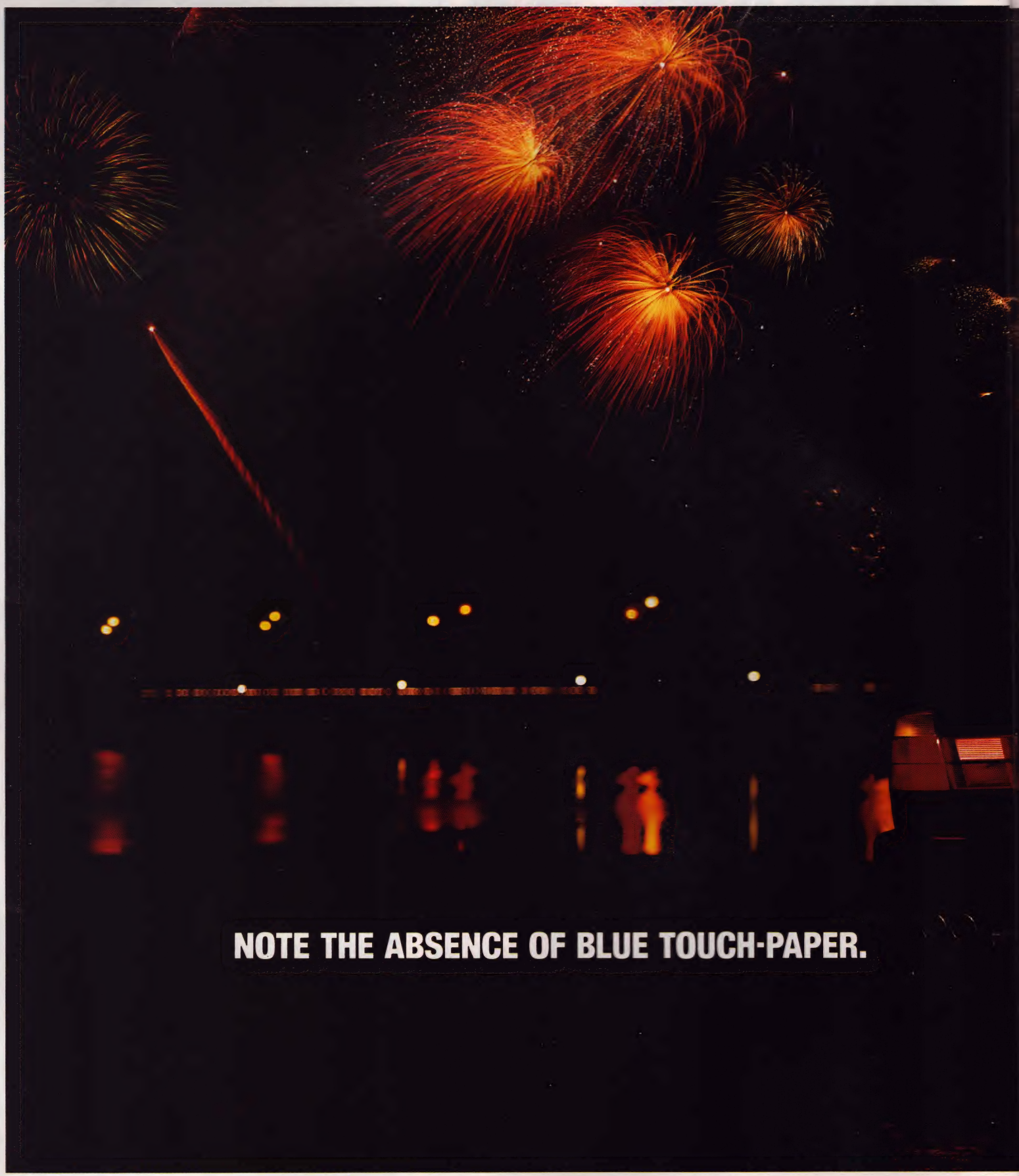
A new multi-point ignition system increases the power output of the 16-valve four-cylinder unit from 90bhp to 100bhp.

This gives it a top speed of 121mph and a 0-60 time of 11.2secs.

Nissan is expecting the SR to be rated in group nine along with the old Sunny SLX. The SR costs £10,995, the same as the SLX.



Familiar bodykit



NOTE THE ABSENCE OF BLUE TOUCH-PAPER.

Never be deceived by the understated lines, nor fooled by the lack of spoilers.

The new BMW M5 (displayed above), offers sparkling performance.

Its hand-built 24-valve, 3.8 litre engine develops 340bhp. This power arrives swiftly, and effortlessly; at just under 1800rpm 75% of maximum torque is at your disposal.

The M5 accelerates from 0 to 62mph in 5.9 seconds, but perhaps more impressive is its deceleration figure, 62 to 0mph in only 3.5.

Of course, output such as this needs to be carefully harnessed.

To this end the engineers at BMW Motorsport have developed 'adaptive M suspension'.

As the name suggests, it adapts to changing driving conditions.

An electronic 'brain' monitors the car's speed, the road surface and even the load carried, then adjusts the suspension accordingly, up to 30,000 times each second.

Combined with ABS braking it gives a feeling of complete safety,

PRICE. CORRECT AT TIME OF GOING TO PRESS. INCLUDES VAT. EXCLUDES ROAD FUND LICENCE AND, AT AN ESTIMATED COST OF £470, DELIVERY AND NUMBER PLATES. PERFORMANCE FIGURES, MANUFACTURER'S DATA. ALL NEW BMWS COME WITH BMW EMERGENCY SERVICE. THIS



and at the same time provides a level of roadholding and handling that would embarrass many exotic performance cars.

Unlike them, the M5 can seat not two, but four adults and their knees more than comfortably. If you'd like to sit behind the wheel of a new M5, do hurry, as only 50 models will grace these roads this year.

Prices start at £49,750. And while this may sound a lot, it's well worth remembering that any other sports saloon is a damp squib by comparison.

THE ULTIMATE DRIVING MACHINE

S VALID THROUGHOUT FIRST OWNERSHIP OF THE CAR. FOR MORE INFORMATION ON BMW CARS AND BMW FINANCE, CONTACT THE BMW INFORMATION SERVICE, WINTERHILL, MILTON KEYNES, MK6 1HQ, OR TELEPHONE 0908 249 189. FOR TAX FREE SALES TELEPHONE 071 409 3355.

market update

INSIDER DEALING

Keeping tabs on the motor trade **John Coates**



"I managed to outbid some determined private punters to secure the Bluebird for £1575"

THE NEW, MORE stringent MoT test introduced on 1 January should consign the poorly maintained banger to the scrapyard.

It means that it is now almost impossible for the private punter to buy a decent used car for much under £1000, and those spending a few hundred quid on an old banger could be throwing away their money.

The days when a couple of hours in the garage with a spanner, a tub of body filler and a can of aerosol paint could transform a lop-sided, smoky old dustbin into a street-legal vehicle are gone.

A private motorist with average DIY skills needs to spend between £1000 and £2000 on a car that will provide cost-effective motoring for a couple of years.

It is still quite easy to pick up good cars in this price range, and the four-door Nissan Bluebird 1.6 LX I bought at auction recently is a good example.

First registered in 1987 on a D-plate, it had 58,000 miles on the clock and a patchy service history. But its red bodywork looked good and there was no sign of corrosion or repaired accident damage. It had a few minor paint blemishes but appeared to be a good, honest car. It still felt tight and the engine burnt no oil.

An MoT certificate valid until January 1994 meant the car attracted plenty of interest in the sale ring.

I managed to outbid some determined private punters to secure the Bluebird for £1575. This was a touch over the odds for a trade buyer but, at this price, would represent good value for a private user.

Bluebirds are well built and mechanically strong and this car had a very good chance of passing its next MoT without considerable financial outlay.

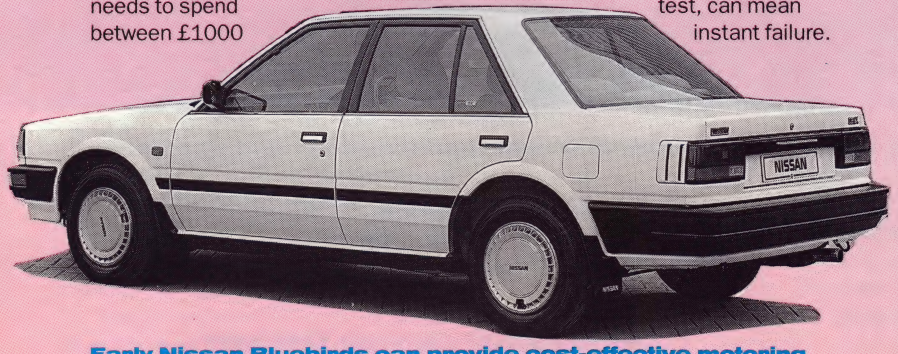
The Bluebird was introduced into the UK back in 1986 and this means early examples are now available at low prices. They are very reliable and resistant to rust, but watch out for high-mileage cars that have been used as minicabs. The Bluebird is mechanically simple and DIY is easy.

But if you are looking for a car you can maintain yourself, you can't beat the Sierra, which succeeded the Cortina as the best car for DIY. The engine is strong, parts are cheap and any garage can mend one. About £2000 will buy a decent two-litre car on a B or C-plate from a dealer or on a D or E-plate at auction.

Another car that will run and run is the Vauxhall Astra. With high-quality bodywork, interior and electrics, clean examples are much sought after. Pay up to £2000 for a 1.3-litre model on a C or D-plate in a private sale.

Incredible build quality has kept the price of second-generation Volkswagen Golfs high, but early 1.3-litre cars are now available at sensible prices from dealers and private vendors. About £2000 buys an A or B-plate car in C or CL specification with high mileage.

When spending less than £2000 on a car watch out for damaged windscreens and loose bodywork trim, which, under the new MoT test, can mean instant failure.



Early Nissan Bluebirds can provide cost-effective motoring

Our weekly look at what's rocking the new and used markets. **Gavin Conway reporting**

Price of Accord set to tumble



This Accord could soon be a bargain

WHEN HONDA'S all-new British-built Accord saloon hits the showrooms in May, dealers could be forced to offer heavy discounts to shift current models.

Honda admits there are "hundreds" of Accords left in the UK dealer network and that it could be July before these stocks are cleared.

Honda claims that because the new-generation Accord is built locally, it has been able to keep prices low. The top-spec two-litre ES model is not likely to cost more than £19,000, but the equivalent model in the current range — the 2.2-litre SE — costs nearly £1200 *more* than its replacement.

One dealer we spoke to said there would definitely be some flexibility on the price of a current Accord, but he was coy about the size of the discounts: "It really depends on the supply and demand situation."

While Honda says it won't change the list prices of the current Accord when the new one arrives, it admits dealers are likely to offer discounts.

But dealers won't be offering substantial discounts on the Accord Aerodeck estate or the Accord coupe. These will continue to be imported from the US and won't be replaced until next year.

TRENDS

Generously equipped diesel cars are commanding a healthy premium over their more humbly specified brethren on the used market. Experts at CAP Nationwide, the body that values used cars, believe that a shortage of high-spec diesel cars is likely to keep prices high.

Recent Central Motor Auctions results point to good deals on high-mileage tackle. A 1991/H 3.6-litre Jaguar XJ6 with 67,500 miles on the clock sold for £9300 — that's about £2000 less than a dealer might ask. And a 1991/H Vauxhall Carlton 2.0i CD with similar mileage sold for just £6250.

Britain's car manufacturers and importers have pledged at least 30p for every car sold in the UK to BEN, the motor industry's benevolent fund.

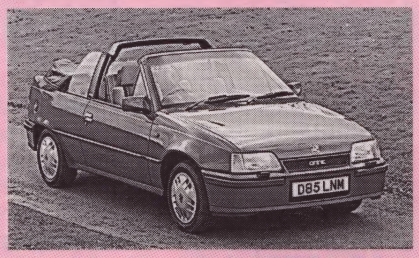
this week

NEW CARS

The dealers may not always admit it, but these new cars are bound for the UK

Alfa Romeo Spider (new model)	Early '94
Alfa Romeo 164 Super	March '93
Alfa Romeo 133 (33 replacement)	Early '94
Aston Martin Vantage	November '93
Audi 80 S2 estate	April '93
BMW M3 (new shape)	May '93
BMW 325td, 525td (diesels)	June '93
BMW 3-series cabrio (rhd)	September '93
Chrysler Viper (V10 roadster)	June '93
Citroen Xantia	May '93
Daihatsu Charade (all-new model)	June '93
Daihatsu Freeclimber (off-roader)	May '93
Ferrari 456GT	Spring '93
Fiat Cinquecento	June '93
Fiat Uno (all-new model)	Spring '94
Fiat coupe	Early '94
Fiat MPV	Early '94
Fiat Tipo 3dr	Summer '93
Ford Fiesta (two-stroke engine)	Late '95
Ford Maverick (off-roader)	July '93
Ford Mondeo 4/5 door	25 March
Ford Mondeo four-wheel drive	June '93
Ford Mondeo 170bhp V6	Early '94
Ford MPV	Early '96
Ford Probe (next Capri)	November '93
Honda Accord (all-new model)	May '93
Jeep Cherokee 2.5-litre	April '93
Jeep turbo diesel	March '94
Jeep Wrangler 4.0-litre	April '93
Kia Sephia (all-new saloon)	October '93
Lancia Delta (all-new model)	Early '94
Lotus Esprit (low-price model)	October '93
McLaren F1 supercar	October '93
Mercedes C-class (all-new model)	September '93
MG RV8 (V8 retro roadster)	April '93
Nissan ET (off-roader)	July '93
Nissan Primera facelift	September '93
Peugeot 306	April '93
Peugeot MPV	Early '94
Porsche 993 (911 replacement)	Early '94
Porsche Carrera 2 Speedster	May '93
Rover 600 (new saloon)	May '93
Rover Metro cabrio	Summer '94
Rover Mini cabrio	April '93
Saab 900 (all-new model)	September '93
Seat Ibiza (all-new model)	May '93
Seat Malaga (all-new model)	Early '94
Seat Toledo VR6	Early '94
Subaru Impreza 4/5 door	May '93
Toyota Carina estate	1 April
Toyota Supra (all-new)	November '93
Vauxhall Astra cabrio	Summer '93
Vauxhall Corsa (all-new Nova)	April '93
Volvo 850 estate	May '93
VW Polo (all-new)	Early '94

CARS OF THE WEEK



Great deals on Astra GTE soft-top

Any car with 'GT' after its name is great value for the used car buyer who can get an acceptable insurance quote. Anyone who has a clean licence, lives in a low-risk area and is old enough to remember The Monkees will finds some great deals. A one-owner 1990/G Astra GTE cabrio was spotted in our Pink Pages for just £5995 — £1000 below trade price.

BEST BUYS **NEW**



Cheap motoring with Uno Start

Amid an avalanche of new superminis, Fiat's 10-year-old Uno still manages to look fresh. And now Fiat has decided to knock £455 off the keenly priced five-speed Uno 1.0ie. Replacing the Uno Fire, it is badged the Start and costs £5995 and £6294 in three and five-door forms respectively. Insurance should be laughably low — it is rated in group three.

BEST BUYS **USED**



Plenty of big Bimmers around

There are mutterings in the trade that there is a glut of 7-series BMWs on the used market at the moment and that secondhand prices are falling. If you fancy one of the world's smoothest V12s, then take a look at the 750iL — the fastest depreciator in BMW's arsenal. On a dealer forecourt, a low-mileage 1992/J model will sell for a good deal less than half its £62,150 list price.

Turbo diesel Espace to boost sales?



Espace turbo diesel only available in RT trim

A TURBO DIESEL version of the Renault Espace MPV went on sale last week priced at £17,595.

The introduction of this model, which has been available on the Continent for several years, is a response to the growth of diesel sales in the UK. Renault hopes it will consolidate the Espace's position as the UK's best-selling MPV in the face of opposition from the likes of Nissan's new Serena, which was the first people carrier to offer a diesel option in the UK.

Renault is hoping that the diesel model will help it to sell more than 5000 Espaces in the UK this year — up from 3221 in 1992. It expects up to 20 per cent to be oil-burners.

The new Espace is powered by an 88bhp 2.1-litre turbo diesel and comes in RT trim only. Renault claims a 0-62mph time of 15secs and a top speed of 101mph.



An automatic version of Volkswagen's Golf VR6 is now on sale in the UK. It uses VW's four-speed Electronic Programme Shift transmission, which is common to other auto Golfs. Its electronic brain adapts to the driving style of each individual driver and provides a gearshift pattern to match, thus doing away with the need for sport or economy settings. The auto VR6 has a top speed of 138mph — 2mph down on manual version. Three and five-door versions cost £19,550 and £20,054 respectively — that's £809 more than the manual cars.

PINK PAGES

Road test results: — p69
Past Masters: — p73
New car prices: — p74
Cars for sale: — p80

South African Grand Prix wide open

THE FIRST GRAND prix of the season in South Africa on Sunday will not be an Alain Prost benefit.

After a year in which Williams-Renault driver Nigel Mansell started as clear favourite in each of the 16 F1 races as he stormed his way to the world title, the 1993 grand prix season looks much more open.

Three-time world champion Prost makes his F1 comeback with the all-conquering Williams team and must be odds-on favourite to win at Kyalami. But expect team mate Damon Hill and Benetton drivers Michael Schumacher and Riccardo Patrese to head the pack snapping at his heels.

The first round of this year's championship sees the introduction of a new set of regulations, so the race could spring a few surprises.

For 1993, tyres are narrower and harder than last year. And, while teams have had the opportunity to test them over the winter, no one knows how they will perform in the heat of South Africa.

Depending on tyre wear, there will be at least one, maybe two scheduled pitstops during the race. One mistake in the pits and a driver could lose a hard-earned advantage on the track in a split second.

Practice and qualifying have been cut from five hours to three and each driver will be limited to seven sets of tyres for the entire race weekend. In addition, spare cars may only be used on race day.

This means a good chassis set-up and shrewd race tactics will be more important than ever. Reliability over 72 laps of the 2.65-mile Kyalami circuit could count for more than a super-quick lap in qualifying.

The race starts at 12 noon (GMT) on Sunday.



Quick in testing, Prost now has to prove he's kept his racing skills

SOUTH AFRICA GRAND PRIX

What the pundits say:

Maurice Hamilton
Autocar & Motor
Williams start as favourites, despite reliability problems. Prost should win and a place on the podium would make the perfect start for Hill.

Simon Taylor
BBC Radio 5
Prost and Williams are predictable favourites, but Hill has a big point to prove. Johnny Herbert and the new Lotus look good.

Television and radio guide

Fri 12 March
11am Eurosport **Qualifying**
Sat 13 March
11am Eurosport **Qualifying**
Sun 14 March
7.30am Eurosport **Warm-up;** 12pm BBC 2 **Race live;** 12pm Eurosport **Race live;** BBC Radio 5 11.45am **Race live;** 8.30pm BBC2 **Race highlights;** 9.40pm Eurosport **Race highlights**

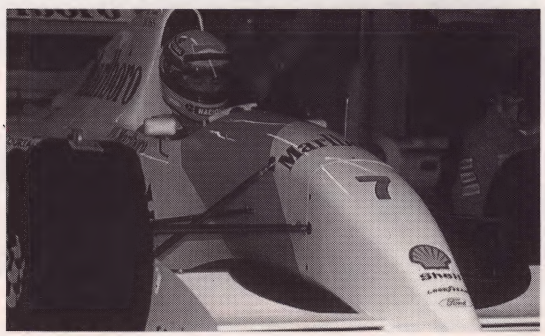
Senna drives at last but won't reveal plans

AYRTON SENNA drove an F1 car for the first time in five months at Silverstone last week, and then refused to comment on his 1993 plans.

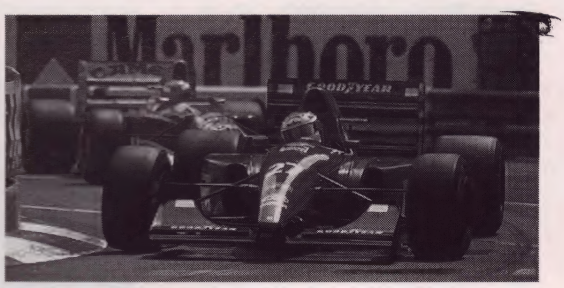
But the former world champion had already moved a step closer to a limited F1 campaign during a secret meeting with McLaren boss Ron Dennis and sponsor Marlboro.

Discussions focussed on the terms demanded by Senna. It is believed that he has settled on a £300,000-a-race fee — a big reduction on his original £15 million demand for the season. It will allow Senna, who has been nominated as a reserve driver by McLaren, to pick and choose his races.

★ Senna's best time over the two-day test was 1m20.27secs, which is believed to be the fastest lap of the Silverstone during winter testing.



Senna bang on the pace in first test session



Comeback for radical Ferrari F92A?

Ferrari relies on stop-gap contender

NOT ONLY HAS FERRARI ABANDONED ITS ALL-NEW John Barnard-designed 645 car which was due to race later this year, but it is considering dropping its 1993 contender in favour of last year's unsuccessful F92A.

The F93A — originally a stop-gap design — is proving troublesome. The active suspension which is integral to the car's design gave Jean Alesi a frightening moment when the it failed at 180mph during testing at Imola.

Rumour in Italy is pointing to the resurrection of the 1992 car, but Ferrari is insisting that the decision to scrap the 645 will allow it to concentrate on the F93A.

SHORT TAKES

There's a chance to win a complete satellite television system in *The Good Motorsport Guide* which comes free with this week's *Autocar & Motor.*

The March F1 team will be at Kyalami after all. A proposed buyout still in the balance, drivers Jan Lammers and Jean-Marc Gounon have raised enough money to allow the team to update its existing cars.

No fewer than 29 entries have been lodged for this year's British Touring Car Championship. Eight manufacturers — BMW, Ford, Mazda, Nissan, Peugeot, Renault, Toyota and Vauxhall — are represented by factory teams.

The crack Prodrive team, which had built a BMW 318i for this year's BTCC, is missing from the entry list. This has heightened speculation that it will begin its touring car campaign with Mercedes-Benz in the summer. An announcement is expected soon.

The Ecurie Ecosse Vauxhall team has yet to nominate a second driver alongside David Leslie. Team boss Ray Mallock, a former British F1 series racer, may take the wheel himself.

Tazio Nuvolari won the accolade of 'Greatest Racing Driver Ever' in a balloon debate by motor racing historians at the National Motor Museum, Beaulieu. The pre-war Alfa Romeo and Auto Union driver beat Juan Manuel Fangio, Jim Clark and Ayrton Senna to the honour.

Honda set to scrap Indycar plans

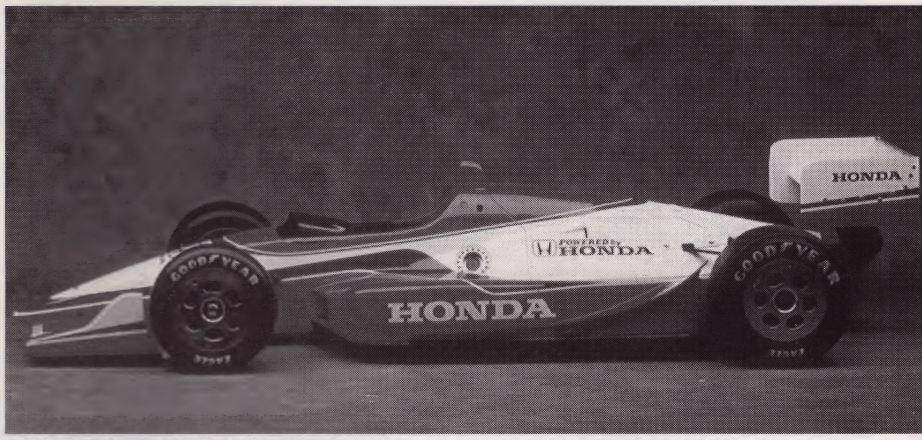
THE JAPANESE invasion of US Indycar racing appears to have been called off.

In the wake of Nissan's announcement that it has aborted its plan to enter the Indycar World Series in 1995, Honda is nearing a similar decision, just two months after revealing its all-new 2.65-litre V8 engine.

The stumbling block for Honda is the refusal of the governing body of Indycar racing to budge on new rules requiring a new engine manufacturer entering the series to supply engines for at least three cars in its first year and six in the second.

"The rules make it difficult, if not impossible, for us to go Indy racing," says Honda.

Nissan, meanwhile, claims its decision will allow it to concentrate resources on its road car programmes in the US: "In the current business climate we can't justify the financial commitment required in fielding the type of Indycar programme befitting Nissan's racing heritage."



Honda showed Lola Indycar in its corporate colours in Detroit

Benetton goes high-tech for 1993...

THE BENETTON TEAM, WHOSE BOSS Flavio Briatore was a leading proponent of a ban on high-tech electronics in F1, could be running the most technologically advanced car by the end of the season.

Benetton is continuing work on a four-wheel steering system, even though it will be outlawed at the end of the year.

This system may never be raced, but Benetton's definitive 1993 challenger will eventually run with anti-lock brakes and a fly-by-wire throttle system.

Benetton will start the year with the B193A chassis. A development of last year's car, it will appear with active suspension and a semi-automatic gearbox from the first race. The all-new B193B, which has been designed to meet the 1993 regulations, may race for the first time at Donington Park on 11 April.



Ford's new Mondeo touring car was given its first shakedown test last week by Andy Rouse, whose preparation company is in charge of Ford's assault on this year's British Touring Car Championship. Rouse completed nearly 20 laps in freezing conditions in a general test session at Snetterton. "There were lots of little gremlins," said project manager Bill Stone, who refused to comment on rumours that the test was curtailed by a major engine failure. New Zealander Paul Radisich drives alongside Rouse in the two-car Mondeo team and the second V6-engined rear-drive car will be completed this week. The BTCC kicks off at Silverstone on 28 March.

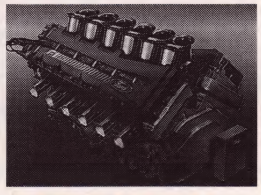
...and gets new Ford V8

FORD AND Cosworth will introduce a heavily revised V8 engine at the British Grand Prix at Silverstone in July.

The latest Ford HB will feature revised cylinder heads which draw on the on-going research and development being carried out on the unraced Ford V12.

Benetton, Ford's number one team, will give the engine its race debut. The new V8 will then filter through to Ford's customer teams — Lotus, McLaren and Minardi.

The V12, which has been running on the test bench since last year, is unlikely to be raced this season.



V12: still on hold

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	CHILD (on day price £8)	.....	£5	.....
EXTRA:				
Covered Grandstand Transfer (Rover)	ADULT	.....	£10	.....
	CHILD		FREE	
SATURDAY APRIL 10th				
Admission to Special Trackside Enclosures	ADULT (on day price £25)	.....	£20	.....
	CHILD (on day price £9)	.....	£6	.....
EXTRA:				
Covered Grandstand Transfer (Rover)	ADULT	.....	£20	.....
	CHILD		FREE	
SUNDAY APRIL 11th				
Admission to Special Trackside Enclosures	ADULT (on day price £60)	.....	£55	.....
	CHILD (on day price £15)	.....	£10	.....
Covered Grandstand Seats including entry to Special Trackside Enclosures at the Advance Price				
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	CHILD	.....	£60	.....
REDGATE	ADULT	.....	£120	.....
	CHILD	.....	£60	.....
McLEANS	ADULT	.....	£120	.....
	CHILD	.....	£60	.....
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EOIN YOUNG'S DIARY



Exploits and reminiscences from pit, paddock and pub

"When Surtees slipped aboard an old MV-Agusta racing bike at Brands Hatch, he started grinning"

BRANDS HATCH
KENT

John Surtees is happiest on two wheels.

I think it was always like that with John. Mike Hailwood was the same. They were both in bliss on bikes but worriers when another pair of wheels were added to their racing machines. They never seemed to have the same flowing ease in cars.

Both were champions on two wheels and four, but bikes were fun; cars were work.

When Surtees slipped aboard an old MV-Agusta racing bike at Brands Hatch, he started grinning.

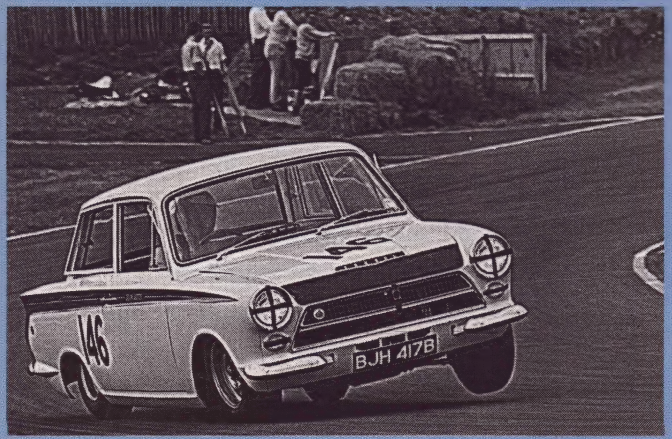
We were at a function to promote the Visage Historic Superprix at Brands Hatch on 5-6 June, an event dedicated to 'Big John' and featuring races for cars and motorcycles associated with Surtees' career.

Driving around Brands Hatch with Surtees in a replica Ferrari 250 GTO would have been exciting enough. But the fact that it was snowing made it all the more frightening for one of normally nervous disposition like me.

I wondered how this re-creation, which is based on a road-going Ferrari, compared with the real thing. John had, after all, won the 1962 Tourist Trophy, at Goodwood, in a GTO and had led two more before being taken out in other people's accidents.

Like the original GTO, the new car understeers, but you could dial it out with engine power on the old car. Maybe the replica doesn't have the raw horsepower necessary to achieve the same effect.

During lunch with John, someone asked about the Targa Florio. Was he ever able to learn the 44-mile mountain course? The big Surtees smile again flickered across John's face as he remembered his Ferrari on the Sicilian circuit. "No. I don't think I ever did. Which is probably why I crashed."



Walkinshaw owns Lotus Cortina Clark drove to victory

TREVISO
ITALY

Benetton have so many new projects to cram into this season that they've signed *three* test drivers. Team bosses Flavio Briatore and Tom Walkinshaw presented their F1 line-up at the stylish Italian headquarters of Benetton.

Race team members Michael Schumacher and Riccardo Patrese were on hand along with test drivers Alan McNish, Andrea Montermini and Paul Belmondo. It almost looked like a football team photo.

I wondered whether the miniature McNish had been taken on board because of a long-standing relationship with fellow-Scot Walkinshaw.

Not so, according to Alan, who has spent three years as test driver for the Marlboro-sponsored McLaren team. "I knew Tom to say hello to, but that was about it. When I realised that [Alessandro] Zanardi was in at Lotus I saw there was an opening at the Benetton test team, so I approached Tom directly."

There was a time when the role of a test driver was pretty much second-class citizen status, but that has all changed now that Damon Hill and Mark Blundell have graduated from test squads to land plum drives with frontline teams. Suddenly test driving has become a stepping-stone to stardom.

With high-tech ideas in F1 consigned to the rubbish skip at the end of the season, teams are cramming all their advanced thinking into their 1993 cars.

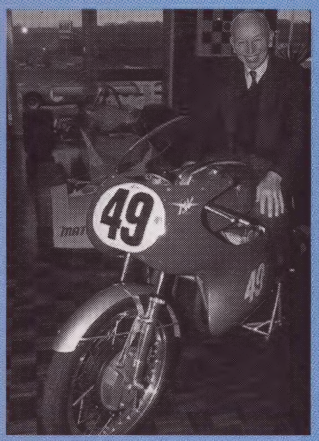
Benetton is talking of active suspension and also of four-wheel steering.

The latter sounds like an adventure for designer as well as driver. Will it self-correct a spin?

Cosworth director Dick Scammell, chief mechanic on the Lotus F1 team in his youth, points out that four-wheel steering will make optimum use of the tyres. "Racing is all about maximising rubber on the road — the contact patch — because that's all you've got to put the power on the road, brake, accelerate and get you round the corners..."

Walkinshaw was in close conversation with Swiss-born, Paris-based journalist Jabby Crombac and I assumed the subject would be Benetton. In fact it was Lotus, but specifically Lotuses with Jim Clark links.

Jabby was saying that he has just completed restoration of a yellow Elan that Jim drove when he was sharing an apartment with Jabby in Paris. The car has done nearly 90,000 miles.



Surtees happy on Agusta

"I have changed every wearing part," said the proud Crombac. "When you restore an Elan you usually have a new chassis but I wanted to keep my car as original as possible and I had the chassis repaired."

Walkinshaw told Crombac that he had two Lotus Cortinas with Clark connections. One was the car Jim drove to win the British Saloon Car Championship in 1964; the other was the Lotus Cortina fitted with independent rear suspension that he used on the road.



It sorts the chairmen from the managing directors.

PORSCHE



The new Porsche 928 GTS is the fastest normally-aspirated production car ever made in Germany. Its awesome 5.4 litre, 350 bhp engine accelerates from 0 to 62 mph in 5.7 seconds and has a top speed that testifies to Porsche's racing history.

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coming up

MONDEO SPECIAL NEXT WEEK



As the Mondeo arrives in the UK, you need to read our comprehensive 10-car test

It's the toughest test any car has faced in our hands. The Ford Mondeo has already won many friends, but to celebrate its arrival in the showrooms we put it through two of the most exacting trials devised — and reveal the results in 32 pages of reports.

Firstly, a 1.8-litre saloon goes up against the nine best cars in its class in a comprehensive comparison that takes them from skidpan to track to the wilds of Wales. The results are a surprise.

And you will find it hard to believe the results of our epic second test — we did. A 1.6-litre Mondeo was the guinea pig and a staggering mileage and time package our target.

We don't want to give too much away but, as a clue, think how long it would take you to drive to Tokyo and back.

For what is likely to be one of the best-selling cars in the UK, you deserve nothing less than the fullest possible examination of the Mondeo. As always, *Autocar & Motor* gives you all the answers.

The star cars of spring

FROM THE VAUXHALL CORSA TO Dodge Viper, Peugeot 306 to Ferrari 456GT, Ford Mondeo to Merc C-class, the number of exciting new cars this year is breathtaking — and *Autocar & Motor* is the place to find all the details and verdicts on 1993's new cars the moment they're announced.

Over the next month we'll bring you an exclusive series of comparison tests on the most significant cars being launched in the UK this year — the story above details our thrilling Mondeo coverage next week. Following very closely will be our report on the 306 — can the Peugeot worry the Golf and ZX? And can Rover's 600 rival the BMW 3-series? Can the new Delta make Lancia a serious player in the Escort/Astra class? Use the coupon below to place an order today and make sure you find out the answers. First.



306: Peugeot's star?



Viper will set pulses racing

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Blind date with a 512TR



Corniche cruises France

The 306 appears to have the credentials to give Peugeot a seriously good family hatch contender. It's time for the acid test — driving it on the road. Full report.

Steve Cropley goes on an unexpected weekend date with a Ferrari 512TR — is it love at first drive? In contrast, we also take a close look at BMW's innovative Z13 concept. This three-seater aims to provide economical transport without compromising style and driving fun.

We celebrate the 25th birthday of the Rolls-Royce Corniche by driving a special anniversary model to the Mediterranean home of Sir Henry Royce.

Tune into Mansell's first Indycar race at Surfer's Paradise and you will need our profile of the drivers, cars and teams he faces. You can also find out how F1 kicked off '93 without him in our South African GP report.



BMW's Z13 concept car

THAT EXTRA SOMETHING

Insider Dealing has frequently stressed the high residual values of Mercedes compared with other models.

The figures, however, are always based on list prices, and do not reflect the real world. The price of a Mercedes is lifted by a minimum of 15 per cent and more typically by 20-25 per cent to bring it up to a specification comparable with the opposition. Your own road tests provide evidence of this. Options depreciate at a terrifying rate, which brings the true residuals far closer.

Jeffrey Box
Lanzarote

JUSTY INJUSTICE

Your writer employs selective amnesia in your twin test of the Metro and Micra (3 March p42).

The original ECVT transmission was first marketed in Britain in October 1989 in the Subaru Justy. That model comes with four-wheel drive and even today costs only £8800 in five-door form — £1200 cheaper than its Micra and Metro rivals. You make much of the powder clutch technology of the Micra: this was also on the Justy first.

Come on — give the small manufacturers a fair crack of the whip.

W J Crawford
Lothian Sports Cars
Edinburgh

SELL YOUR BODY

Rover, forget about making a new Metro. If you can't stretch the Mini by 10ins, then why not remove the awkward driving position, add a hatch, Micra-style dashboard, comfortable seats, Honda's engines, Peugeot's suspension, Toyota's build quality/reliability and diesel-like economy with V6 torque.

Otherwise, you might as well sell the Mini name and body design rights to Honda.

Alexander Saradetch
Glasgow

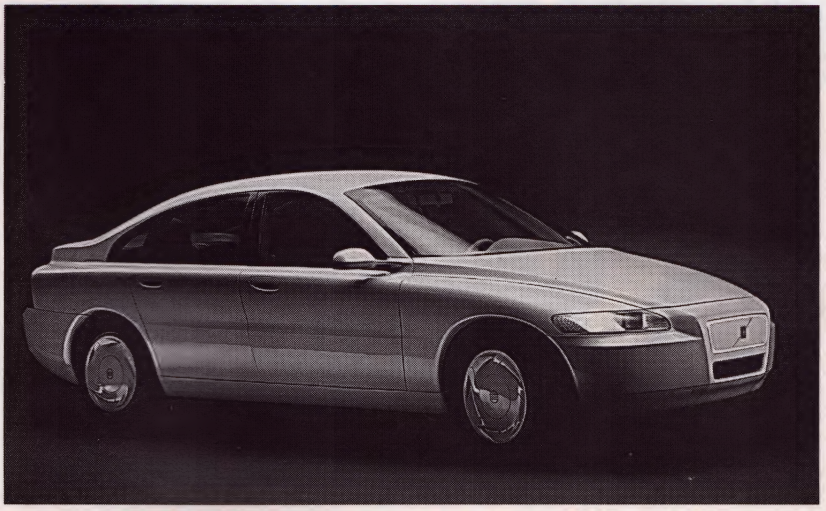
BRAKE CHANCER

The label 'clown' should be applied to Citizen Gawain with equal validity as to the person who slammed on the brakes for the Gatso camera ('Snap unhappy', 24 February).

Like most of the morons on today's roads, Mr Gawain was probably travelling too fast and too close to the car in front when the braking incident took place; hence the near miss that occurred.

Rather than make cynical remarks about the cameras and other people's driving, it would be more constructive to consider why the near miss took place from all aspects, which would then hopefully produce a change in driving attitudes and standards.

P G Shaw
Bolton
Lancashire



Take out ECC's batteries, says reader, and we'll be cooking on gas

GEE SWIZZ

I have been banging on about ludicrously high UK new car price levels for years now ('Only in America', 24 February), and I am well aware how prices in the US more sensibly reflect the worth of modern cars.

Unfortunately, because of our unique company dominated market, the car manufacturers see the UK as a high cost, high profit area and their pricing policies are geared to what the fleet and company sector will pay. Little attention is paid to the requirements or financial position of the private motorist.

As a result of this we pay artifically high prices for a succession of indifferent reps' cars, and do not have the benefit of corporate discount rates to offset the inevitable savage early depreciation.

The vast majority of drivers in the US buy their own cars with their own money so prices have to reflect market reality.

John Coates
Autocar & Motor



Mercedes holds value well — unless you take extras into account

ASSAULT ON BATTERY

Take the batteries out of the Volvo's ECC ('Gas tank', 6 January p34) and you have a gas turbine driving a DC generator and a DC motor on each wheel. The cost and the weight of batteries have gone and we're back to sanity.

More importantly, it would also provide a basis for further genuine developments.

For example, current gas turbines are modified aircraft designs using Nimonic Alloy turbine blades to survive 'bird strikes': a car turbine needs no such resistance. Blades could therefore be made from ceramics to allow an increase in operating temperature and thermal efficiency. A large car market would justify a design purely for cars as, I believe, the Japanese have noticed.

Each wheel could be driven at a different speed and turned about an independent axis. By adopting the principles used on battle tanks need we turn the wheels at all?

Finally, if a motor can produce torque at all speeds it can produce reverse torque at all speeds. Why not dump the disc brakes of a 'modern' car in favour of reverse polarity magnetic brakes — no heat dissipation problems, no wear, simple anti-lock brakes and less weight.

John Hunt
London SW20

V12 RAP

Fifty grand for a car with orange peel all over the bootlid (Jaguar V12, 24 February p26)? I'd call that worse than "barely acceptable in patches". I'd call it an insult. They must be ▶

◀ laughing their socks off in Stuttgart.
A Wesson
Matlock
Derbys

DOWN WONDER

David Vivian in his review of the Volvo 850 (Driver's Diary, 24 February p66) concludes after criticisms of the car from Australian colleagues that some cars "it would seem, just don't travel".

Strange then, that in the past month the 850 has been voted Family Car of the Year by a top Canadian TV programme and Imported Car of the Year in Japan.

A clear case of 'Oz' and them!
John Lefley
Volvo Car UK Limited
Marlow

AGE TO AGE

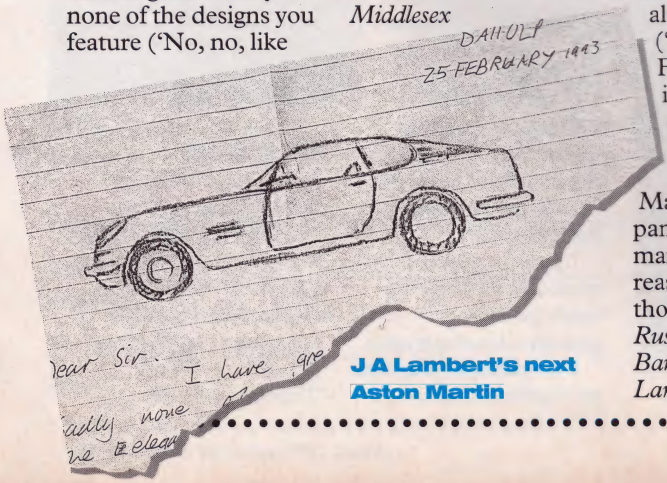
The Aston DB7 (3 March p28) made me think. A car designed by young men for the exclusive use of old men!

It's also a great car for playing guess the component supplier — anybody else spot the Mazda 323 rear lights?

All said and done, however, it still looks like a Jaguar XJS replacement with an Aston nose. Better than nowt, though!
Jonny Horsfield
Whitton
Middlesex

LIKE THIS?

I have great respect for car designers. Sadly none of the designs you feature ('No, no, like this...', 17 February p34) has the elegance and style of the old DB5. In all honesty I doubt my sketch [below] does either.
J A Lambert
Gravesend
Kent



J A Lambert's next Aston Martin

S4: AGAINST THE GRAIN

So the "tacky wood veneer" that housed the instruments on the Esprit S3 is to be replaced by a "grey carbon-fibre lookalike surround" in the S4? (Back in Business, 17 February p36). It was the wood dash on the S3 that set its interior apart from the dull cabin of a Porsche 911 or Ferrari 348, giving the Lotus the luxurious air of a British sports car. And while my preference for wood may be subjective, few would argue that a cheap carbon-fibre lookalike impresses.
Mike Dembinski
Perivale
Middlesex



Strictly prohibited by order of occasional reader Mr C Rouse

BACK TO HIS ROOTS

Alexandros Issigonis (Wish You Were Here, 10 February p15) was born in Smyrna by Greek parents. He lived there until the early '20s when thousands of Greeks were obliged to leave.
George Xanthopoulos
Athens
Greece

Alec Issigonis's father was Greek by birth, his mother the daughter of Smyrna's Bavarian brewer.

His father, called Constantine, inherited a marine engineering business in Smyrna, but earlier had finished his education in England and adopted British nationality.

I don't know what that makes Alec, except that he was born in Turkey
— Peter Robinson

NOISES ON

To ban all audible alarm systems ('Noises off', 17 February) would be idiotic, and in some cases dangerous. What abut the safety aspect? Many alarms have panic facilities and many people feel reassured with this thought.
Russell Waring
Bamber Bridge
Lancashire

CAMERA SHY

The Rover 600-series is due on sale in May, but as yet I have not noticed any pictures of it in the press.

Could the reason be that it fits in so well with the current dull design of cars in the Mondeo class that no one has noticed it and therefore failed to take a snap of it?
P Kevin Hopkins
Nottingham

WORSE STILL...

Paul Edwards decries the appointment of a "local plasterer" as a motoring correspondent ('Odd Job Man', 3 March).

As an all-night petrol-pump attendant turned freelance motoring journalist, I once worked on a paper that used a highly qualified graduate as a motoring writer, despite the fact that he had never driven a car.

His motoing responsibilities were re-allocated to me after he wrote a 'Get Ready For Winter' feature that advised readers to top up their battery with anti-freeze. The paper was forced to broadcast a warning on local radio the next day that to do this could cause the battery to explode.
Simon Heptinstall
Bristol

NOT TO BE TAKEN LIGHTLY

I only purchase *Autocar & Motor* on an occasional basis and am not tempted to become a subscriber because of your continual habit of showing cars with foglights lit.
C Rouse
Addingham
West Yorkshire

You take out a subscription, Mr Rouse, and we'll give you a year's supply of black marker pens — ed

COME AND GET US

Being Japanese, I can assure your correspondents that Japan is not resisting buying foreign cars ('Home advantage', 17 February). It is just that we cannot afford to take on the risks of buying a foreign car (few service outlets, poor reliability etc).

If European manufacturers corrected these problems, then they would have a great chance of conquering the Japanese market. We still believe foreign (especially European) cars are superior to those made in Japan.

What you need is attractive cars, such as an MG roadster (undercutting Mazda's MX-5) or the Austin 1100/1300 Vanden Plas, which still has a very good image.
Soichi Yamana
Earls Court
London

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Vauxhall's new babies cut their teeth



STAN PAPIOR



Great things are expected of the new Corsa but is it as good to drive as it is to look at? We get behind the wheel of the GSi, diesel and automatic, and pit the entry-level version against the Nissan Micra and Ford Fiesta. By Stephen Sutcliffe

Listen hard on the second day of next month and you might just hear a screech of pain echo throughout the rest of the supermini world. That's the day Vauxhall's new class contender goes on sale. Not an especially momentous occasion, you might think, given the company's previously mediocre efforts in this field. But take even the briefest peek at the gorgeously cheeky shape of the new Nova-replacing Corsa and you'll understand their anxiety faster than you can say "I want one".

For although the Corsa is far, far more than just a pretty face, the looks of the thing are nevertheless most likely to be what captures the hearts and imaginations, along with the cheque signatures of the buying public. Even on film it comes across as instantly lovable, immediately wantable; in the metal you'll just have to believe us for the time being when we say it is better still.

Perhaps more startling is that what lies underneath GM Europe design chief Hideo Kadama's wonderful new shape is, reputedly, just as attractive. But given the wave of enthusiasm flowing through the design and engineering departments of Vauxhall and its Continental brother Opel at the moment, this isn't either as surprising or as unlikely as it sounds. You could tell just from the tone of the engineers' voices and the expressions on their faces at the launch in Spain that they're as proud as punch of their new baby.

Vauxhall, you understand, is shooting for the stars with the Corsa and in its opinion nothing short of World War III is going to foul things up. Once production at the main plant at Zaragoza, Spain, is up to full speed alongside the Eisenach factory in Germany (which will produce base versions only when the line fires up in May), Vauxhall is talking about selling close to 500,000 cars a year throughout Europe. Put another way, that's a massive 20 per cent more than the not unpopular Nova managed even in its heyday.

No small car ever looked more capable of doing so either. On paper it would appear to have everything, including an unprecedented level of safety in such a small car. From day one it will come with impact beams in the doors, front and rear adjustable seatbelt mounts, seatbelt pre-tensioners and anti-submarining seats, which stop you sliding down into the footwell in a heavy frontal accident. And from November all models will get the option of a driver's side airbag. Also there's a pollen filter built into the ventilation system, which has a unique (for this class of car) recirculation switch.

"No small car ever looked so capable on paper as this one. Its safety standards are unprecedented and include not only optional airbags but also impact beams in the doors"

Partly for these reasons, but primarily because it is an excellent way of getting a proper handle on these things, we had to put it up against specially selected opposition, and nothing but the best would do. First we went straight to the top and chose the best car overall in this class, the Nissan Micra 1.0 LX — not only our current Car of the Year but Europe's too. Rarely did a choice seem so obvious.

For our other benchmark we went for another best but this time the best seller, Ford's Fiesta 1.1 LX. Underrated car that it is, the Fiesta isn't just a better product than you might imagine, it is also the car Vauxhall would kill for to outsell with the Corsa. But before it can do that, the junior General must first prove itself to be a better car.

To represent the Corsa we chose not the most exciting version, the GSi (about which you can read James Thomas's thoughts on p45) but the most interesting — the entry-level Merit 1.2 fitted with Vauxhall's latest 'E-Drive' 44bhp engine. The interest has absolutely nothing to do with mind-altering illegal substances, although



CORSA is easily the best-looking small car since the Peugeot 205. Rear-end view is particularly pleasing



CORSA rolls more than the others and has noticeably heavier town steering, but it rides rutted Spanish roads brilliantly



FIESTA has a good chassis that is let down by vague steering



MICRA is agile but its light weight results in a fidgety ride

the theoretical economy of the car does take some time for the brain to digest. Vauxhall reckons that courtesy of its more sophisticated engine management system (whose knock control sensor allows more efficient control of the single-point fuel injection and distributorless ignition), the 1.2E will return no fewer than 64mpg at a steady 56mph. That's about 9mpg more than the cheaper but, according to Vauxhall's official figures, no swifter ordinary 1.2.

So, as with every group test we headed for the hills, right? Wrong. Eventually we would point the Corsa's beautiful little snout in the direction of some more involving Latin mountain roads, but for the time being the Seville town centre was our Mecca. Mad, impatient downtown Seville, with its rutted road surfaces and in parts almost impossibly tight back streets.

But even before a wheel or a key is rotated, the Corsa chalks up points over its ringmates. Although our test car was left-hand drive, it's immediately obvious that Vauxhall has exorcised the offset driving position that made the old Nova such a pain (the word is that the right-hookers are exactly the same). The seat/pedals/gearlever set-up is instantly comfortable and everything is immediately familiar, right down to the most minor of switches and controls.

Directly in front of you is a clear, attractive set of instruments; to the right a centre console that houses a logical nest of controls for the heater and stereo. The stereo itself, like the Astra's, has a separate digital display right at the top of the dash which doubles as a clock and date display when turned off, making the unit virtually thief-proof. And on the far left is the lights switch, chunky in operation (like all the controls) and complete with beam height adjustment, even on this, the most basic version.

It isn't just the level of equipment that contributes to the Corsa's instant feel-good factor either. Pre-production car though it was, the build quality was practically faultless on our example. And climbing from the Corsa to the Fiesta to the Micra in the hotel car park revealed one thing: this car has real showroom appeal. If ▶



CORSA driving position much better than previous Nova's. Anti-submarining seats are extremely comfortable, headroom superb



CORSA is extraordinarily roomy in the rear seats, boasting whole inches more leg, knee and elbow room than any other supermini



FIESTA is roomy up front but seats lack lateral support



FIESTA is no bigger than the Micra in the back, despite its size



MICRA has great driving position, headroom is superb



MICRA rear seats are spacious but not up to Corsa standards

◀ the styling doesn't get you first then the interior (also designed by Kadama and his talented Studio 6 team) almost certainly will.

We head into the town, into the angry rush hour traffic, and straight away I've got mixed feelings about the Corsa. On the one hand, the ride verges on the extraordinary for such a small car. One of the main design briefs was to create more space in the back seats and the logical way to achieve that was to increase the wheelbase, which was a godsend for the chassis engineers.

On the other hand, the economy-minded 1.2-litre version has been made to eschew power steering to keep the cost down; it isn't even available as an option. And gone, too, are the front and rear anti-roll bars that appear on all other models. The result isn't altogether successful.

The main problem — and it's not one that can be dismissed easily — is the weight of the steering. It's hard work in the slow early-morning Seville traffic, *really* hard work — a consequence of both the car's high overall weight and Vauxhall's desire to give the car good high-speed stability.

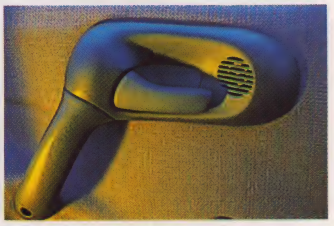
The Micra, some 70kg lighter, feels immediately more nimble and manageable by comparison because its steering is both lighter and more direct. And even the Fiesta, with the same ponderous four and a bit turns lock to lock as the Corsa, has the advantage of the newcomer in downtown Seville, purely because less muscle is required to twirl the wheel.

Sadly, another frustration rears its head early on too — the Corsa's engine. Although it fires first time and settles down to a good steady idle, it doesn't pick up as cleanly as either of the other two motors, especially the Micra's peppy 16-valver. Nor is it as quiet when accelerating in and out of the enthusiastic early-morning flow.

It's all about the response on offer when opening up the throttle and aiming for a gap. In the Micra (55bhp) it is razor sharp and allows us to go with even the most committed Sevillian drivers. In the Fiesta (49bhp) it's adequate, but in the Corsa there's an initial dead patch before the car accelerates. It's almost as if the engine's electronics are taking longer than they should to interpret the messages being fired at them down the throttle cable, and the result blunts the Corsa's appeal as a town tickler.

As you can imagine, this did little to endear it to us on more open roads, either. Except that under wider throttle openings the responses seem somehow crisper than before. Either way, it doesn't take many miles to realise the Corsa, certainly in this guise, is fighting an uphill battle when fitted with an engine whose roots can be traced back to the late '70s. It might be a little unfair to say so, but in essence the 1.2E motor is merely a fuel-injected version of the Family I engine that first appeared in the original front-wheel-drive Astra of 1978. And in this company it shows.





VAUXHALL CORSA

"Considering the small amount of road space the Corsa occupies — it's shorter than the Fiesta — the room inside is quite remarkable"

Still, as a town car the Corsa has aces as well as lemons up its sleeve and its trump card, as already intimated, is its ride. The previous night Vauxhall chassis ace Helmut Stoll had explained how the absence of anti-roll bars makes the 1.2 the pick of the range when it comes to ride comfort, and he's right. It is outstanding over ▶



CORSA facia is attractive yet functional. Controls are intelligently located; note thief-proof stereo with separate readout atop dash







FIESTA cabin looks and feels plasticky in this company, although instruments are no less comprehensive than Corsa's. Luggage area is adequate in size but can't match the Corsa's, seats up or down



CORSA boot is longer and wider than Fiesta's and Micra's







MICRA has the cheekiest cabin design but expanses of grey plastic are off-putting. Steering wheel feels good in the hands, instruments are clear and functional. Boot space is tightest of the three but can be extended

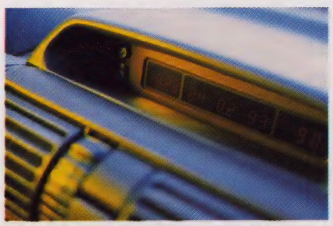


CORSA Ratchet mechanism not fitted to 1.2E but seat still folds

◀ Seville's varying, occasionally appalling road surfaces, sponging up ruts and pockmarks that neither the Fiesta nor the Micra have any real solution to. The Fiesta partially succeeds over the smaller humps, but the Micra simply can't compete.

And it's the same, much to everyone's surprise, when we head up into the mountains. The Micra still comes across as the most agile of the three, the most direct, simply because its steering requires less effort to manhandle.

But it's also the liveliest, the most fidgety. Driving the three of them back to back over the nuggety, twisting Spanish mountain roads, the Micra lets slip something none of us had fully realised before: that under these circumstances its lack of weight is a distinct disadvantage.





VAUXHALL CORSA

"It was disappointing to discover that, at the end of the day, it was the far swifter Micra, not the Corsa, that had proved most frugal"

And that is where the Corsa scores a bull's-eye. At which point our impression of the Vauxhall changed for the better. Travelling quickly over the same mountain road and at the same speed, the Corsa's chassis in is a different league from the Micra's. Not merely because it soaks up the bumps with twice the conviction of the Nissan's suspension but also because its steering is better damped and provides more feel, and because its body control, despite a large dose of cornering roll, is superior.

As is the Fiesta's, although the Ford's steering, light and manageable but totally devoid of feedback, always serves as a reminder of the bad old days of Dagenham dynamics. Never let it be said, though, that the Fiesta is a bad car, because it isn't. It proved that time and time again in Spain, even if it failed to dominate in any specific area.

Not even when we parked the cars at the side of the road and jumped into the back seats (to test the accommodation, thank you). But to be honest, we never expected it to. The Corsa was designed above all else to be roomy, and even in three-door guise it pulverises the Fiesta and makes the once space-efficient Micra feel decidedly tight inside.

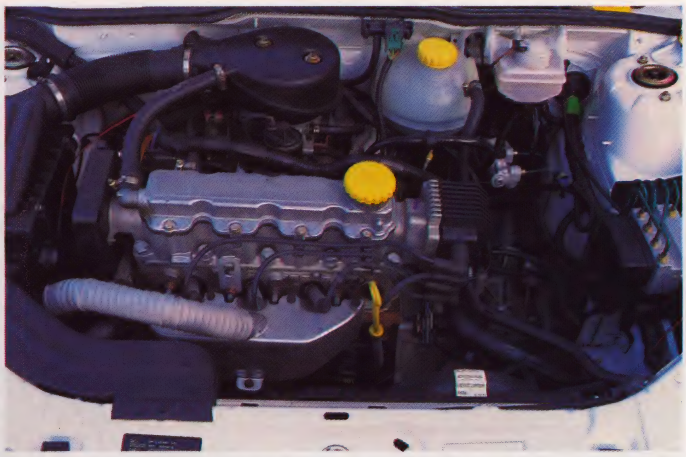
Considering the amount of road space the Corsa occupies — it's just 34mm (that's 1.3ins) longer than the Micra yet 14mm *shorter* than the Ford — the room inside is quite remarkable.

You don't notice it up front, except for the extra 43mm of headroom it liberates over the Micra, 10mm more than the Fiesta. Yet from the rear seats you can't help but be aware of the difference. The Corsa has whole inches more leg, knee and elbow room than either of its rivals and there's a fraction more air between head and roof lining, too. The end result leaves you with the impression that it offers the interior space of cars half a class higher.

Even Vauxhall partly admits the Corsa is so successful that it is in danger of stepping on the Astra's toes. However, the one aspect that stops it doing so is boot space. Superminis always have fairly tight boots, and while the Corsa's is bigger than most — Fiesta's and Micra's included — it can't compete with the Astra all the way down the line.

At this point in our test the Corsa was looking good, but we hadn't finished yet. We hadn't, for example, given any of them a real workout to see precisely how quick they were. Nor had we completed our fuel consumption check.

The latter was never likely ▶



CORSA engine is weak, lacks performance and smoothness



CORSA styling, on the other hand, is a masterpiece



FIESTA looks (but doesn't feel) outdated in modern company



MICRA retro styling is cute but not as appealing as Corsa's

Specification

	Vauxhall Corsa 1.2E Merit	Ford Fiesta 1.1 LX 5dr	Nissan Micra 1.0 LX
How fast?			
0-60mph	18.5secs	15.3secs	15.0secs
Top speed	90mph	90mph	92mph
MPG: urban	39.2	46.3 *	47.1 *
56mph	64.2	65.7 *	58.8 *
75mph	45.6	46.3 *	42.2 *
	All manufacturer's claimed figures	* Manufacturer's claimed figures	* Manufacturer's claimed figures
How much?	£8000 approx **On sale in UK** 2 April	£8735	£7275
How big?			
Length	3729mm (146.8ins)	3743mm (147.4ins)	3695mm (145.4ins)
Width	1608mm (63.3ins)	1854mm (73.0ins)	1585mm (62.4ins)
Height	1470mm (57.9ins)	1320mm (52.0ins)	1430mm (56.3ins)
Wheelbase	2443mm (96.2ins)	2446mm (96.3ins)	2360mm (92.9ins)
Weight (claimed)	845kg (1861lb)	815kg (1795lb)	775kg (1707lb)
Fuel tank	46 litres (10.1 galls)	42 litres (9.2 galls)	42 litres (9.2 galls)
Engine			
Max power	44bhp/4600rpm	49bhp/5200rpm	55bhp/6000rpm
Max torque	66lb ft/2800rpm	62lb ft/4000rpm	58lb ft/4000rpm
Specific output	37bhp/litre	50bhp/litre	55bhp/litre
Power to weight	52bhp/tonne	68bhp/tonne	71bhp/tonne
Installation	transverse, front, front-wheel drive	transverse, front, front-wheel drive	transverse, front, front-wheel drive
Capacity	1195cc, 4 cyls in line	1118cc, 4 cyls in line	998cc, 4 cyls in line
Made of	aluminium head, alloy block	aluminium head, cast iron block	aluminium head and block
Bore/stroke	72mm/73.4mm	68.7mm/75.5mm	71mm/63mm
Compression ratio	10.1:1	9.5:1	9.5:1
Valves	2 per cyl, sohc	2 per cyl, sohc	4 per cyl, dohc
Ignition and fuel	electronic ignition, single-point fuel injection, catalyst	electronic ignition, single-point fuel injection	electronic ignition, multi-point fuel injection, catalyst
Gearbox			
Type	5-speed manual	5-speed manual	5-speed manual
Ratios/mph per 1000rpm			
1st	3.55/4.6	3.58/4.3	3.41/4.5
2nd	1.96/8.3	2.04/7.6	1.95/7.9
3rd	1.30/12.6	1.32/11.7	1.32/11.7
4th	0.89/18.4	0.95/16.2	1.02/15.1
5th	0.71/21.7	0.76/20.3	0.85/18.2
Final drive	4.18	4.06	4.05
Body			
Type	3dr hatchback	5dr hatchback	3dr hatchback
Construction	steel monocoque	steel monocoque	steel monocoque
Suspension			
Front	struts, coil springs and dampers	struts, coil springs, dampers	struts, coil springs
Rear	torsion beam axle, coil springs and dampers	trailing arms, torsions bars, coil springs, dampers	five-link beam axle, coil springs
Steering			
Type	manual rack and pinion	manual rack and pinion	manual rack and pinion
Lock to lock	4.1 turns	4.4 turns	3.8 turns
Brakes			
Front	236mm discs	240mm discs	237mm discs
Rear	200mm drums	180mm drums	180mm drums
Anti-lock	not available		
Wheels and tyres			
Size	5x13ins	4.5x13ins	5x13ins
Made of	steel	steel	steel
Tyres	145R13	155/70 R13	155/70 HR13

◀ to cause an upset, but it was still disappointing to discover that, at the end of our test, it was the Micra, not the Corsa, that had proved most frugal. We drove all three cars hard, harder than any owner is likely to, and the Fiesta came off worst, stringing just 32.7 miles between each gallon of *sin plomo* to the Corsa's 34.1 and the Micra's 35.3. Under normal circumstances you can expect to add at least 10mpg to each of those figures, but that still doesn't stop the smaller-engined Micra coming out on top.

Which would be fine were the Corsa noticeably swifter to even up the balance. But it isn't. Not by a long chalk. There's an argument which says that ultimate performance is insignificant in cars as lowly as these, and the argument makes a good point. But as we discovered on our final sprint back to the airport, the Corsa in fourth gear couldn't keep up with the Micra in top — and it struggled to maintain its station even in third. There is a fine line between what is acceptable and what is not, and the Corsa teeters precariously on the brink.

It feels so slow that overtaking on typical British A and B-roads will require deep forward planning, and there's no excuse for that. Even compared with the Fiesta it felt lethargic, noisy and overgeared when asked to perform properly, an impression that the long-winded and frankly unpleasant gearshift did little to alleviate.

And that, sadly, is where the Corsa stumbles irretrievably in the face of the Micra, if not the Fiesta. Dynamically it just isn't good enough, despite a chassis that in certain areas is the best of a good bunch, especially in the ride quality it achieves. And the Nissan Micra, with its more manageable town manners, lighter steering, vastly superior engine and gearbox, better economy and swifter performance, tells you why.

The ironic (and frustrating) part of it all is that Vauxhall not only knows this but also has the means to all but right the Corsa 1.2 overnight. It is stuck with the engine, but the steering it could fix almost entirely by using the already developed power-assisted set-up. And the gearshift could be cured by adapting the delightful new F15 gearbox, which currently only appears in the brilliant GSi 16v. It would cost more, obviously, but the word is that the Corsa, as it stands, will undercut most of its opposition anyway.

That leaves Vauxhall with a choice. Either it can run with the car as it is — a gorgeous-looking, space-efficient but dynamically under-achieving middle-of-the-road supermini. Or it could reduce its profit margin by a few pounds, add a little to the price and end up toting a product that is as good to drive as it is to look at. Mr Kadama's shape, after all, deserves nothing less.



Fiesta has the sales, Corsa the ambition but Micra the laurels

Hare Corsa

The GSi has the looks, handling and performance — a superb flagship for the range. James Thomas drives it



CORSA GSi New 16v 1.6-litre engine plus handling improvements make GSi a real driver's car. Price should be similar to Nova GSi

However good the more mundane members of the 17-strong Corsa range look — and they look terrific — nothing can prepare you for just how well proportioned, how spectacularly right the hot GSi 16v version appears in the flesh.

It's almost as if designer Hideo Kadama penned the subtly pumped-up lines of the GSi first and then worked backwards, so integral to the whole look are the deep front air dam, extended wheelarches, rear spoiler and side sills. Chunky 5.5x14ins alloy rims shod with 185/60 Michelin MXV2 tyres fill out each corner beautifully. Where the old Nova GSi looked purposeful with its blistered wheelarches, the Corsa GSi manages an altogether more appealing blend of aggression tempered with cuteness. You will be able to get yours from 1 August and at about £11,500 it won't cost a lot more than the GSi it replaces — driver's airbag, twin side impact protection beams, seatbelt pre-tensioners, deadlocks, engine immobiliser, alarm and all.

The promise of a good drive is backed up by an encouraging mechanical specification which puts the car on an equal footing with the likes of Peugeot's 106 XSi (100bhp/100lb ft) and arch hot hatch rival, the Ford XR2i (104bhp/113lb ft).

Power comes from a new 1.6-litre 16-valve engine designated Ecotec-4 (for Emission Consumption Optimisation Technology). It has been tailored for driveability rather than outright power, giving a peak torque figure of 111lb ft at 3800rpm and maximum power of 107bhp at 6000rpm. As much as 148bhp was potentially available (the same output as the bigger two-litre, Astra GSi 16v engine) but the target was to have 100lb ft of torque constantly on tap between 3000 and 5400rpm. Hence Vauxhall's claim that the new GSi will cover 50-70mph in top gear in 13secs.

Essentially, this engine is the same 1598cc Family 1 block as that from the outgoing Nova GSi but with a better breathing, Lotus-designed twin cam head. Fuel is injected by a Rochester Multec S multi-point system with deceleration fuel cut-off to improve on/off throttle smoothness. Compression ratio is 10.5:1. Compared with the engine that the Ecotec-4 replaces, power and torque are up seven and 11 per cent ▶



GSI The best-looking Corsa from its designer's favourite angle



GSI Binnacle behind chunky wheel is dominated by two dials

◀ respectively, although fuel economy is fractionally better than before.

Mated to the engine is Vauxhall's new F15 close ratio five-speed gearbox, giving 19.7mph per 1000rpm in top gear and a claimed top speed of 121mph — some 4mph better than the old car. Zero to 60mph takes a competitive but hardly class-shattering 9secs dead.

Once on the road, with the oil still warming through, it's immediately obvious that the GSi's low speed ride is particularly good. Helmut Stoll, Opel's chassis guru whose job it has been to instil the whole Corsa range with fun handling characteristics, says this was one of his targets.

His brief, particularly with regard to the GSi, was made easier by a bodyshell stiffer than the Nova's by 40 per cent. Increases in the wheelbase of 100mm, front track by 67mm and rear track by 81mm all make the new car more stable.

He remains tight-lipped when asked whether Lotus did some chassis as well as engine development for the GSi. It transpires that there had been radical proposals from Lotus, but they would have been too expensive and time consuming — the Corsa took just three years to conceive.

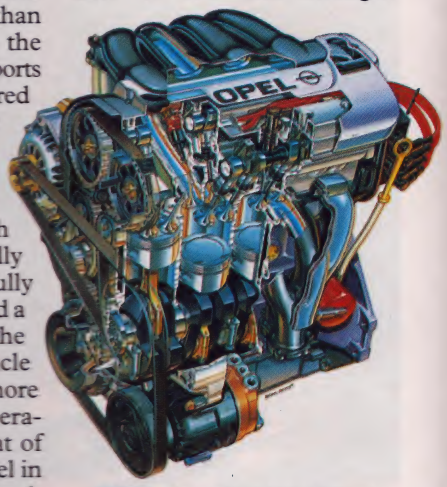
Nevertheless, the chassis is just terrific, making the GSi one of the most enjoyable hot hatches to drive since the Renault Clio 16v and the Peugeot 106 XSi, both of which were selected as benchmarks during the GSi's development. Despite what Stoll says, the GSi feels softer than the model it supersedes, although body roll is more noticeable from outside than inside the car, thanks to the extremely supportive new sports seats, finished in grey with red squiggles. A height adjuster and plenty of fore/aft travel should help most drivers to find a comfortable driving position with headroom being especially generous. Two wonderfully clear dials, a revcounter and a speedometer, dominate the small instrument binnacle which, sadly, supplies no more information (like oil temperature or pressure) than that of the next most sporty model in the range, the 81bhp, 108mph 1.4 SRi.

So much for the small talk. The roads have widened and visibility has improved so I snick the stubby lever from fourth to third and open up the new engine. It revs cleanly and enthusiastically to the 6400rpm red line and with an exceptional set of mannners that put the old single-cam, eight-valve motor to shame. Levels of noise, vibration and harshness are of a completely different order to the old car's, as is the snappy, precise shift quality of the new F15 gearbox. It's a driver's car all right.

Turning into a corner the power-assisted steering feels light and direct, extremely sharp in its responses. In an attempt to make the car feel more responsive, the steering rack ratio was reduced halfway through the development programme, from 18:1 to 16:1, to give just 2.8 instead of 3.2 turns between the GSi's locks.

Allied to strong grip but a fair degree of safe roll understeer, the GSi feels immensely stable yet responsive to throttle inputs. Suspension is by exactly the same components as the outgoing GSi — a solid twist beam rear axle at the rear and struts at the front, both with anti-roll bars and progressive rate gas-charged dampers. Improvements have been made by increasing front and rear negative camber to heighten communication between the front wheels and the driver.

Compared with lesser Corsas, the GSi gets thicker anti-roll bars, uprated dampers, and 20 per cent firmer springs. Bigger ventilated front discs are supplemented by standard fit four channel anti-lock brakes, a system that works superbly in practice providing a combination of feel and strength



GSI Lotus-designed head

"Levels of noise, vibration and harshness are of a different order to the old car's, as is gearshift quality. It's a driver's car all right"

hitherto unheard of in one so small.

These are all worthy changes, giving Vauxhall a splendid, even brilliant flagship for the Corsa range. The GSi begs to be punted hard and fast across demanding roads and gives of its best when treated thus. Yet it is immensely reassuring in its forgiving chassis responses. It may not give that ultimate degree of driver satisfaction like the Clio 16v, but it has a talent band a mile wide. And with looks like that, the I-want-one factor comes guaranteed.



GSI Immensely rewarding chassis. Body roll less noticeable inside



CORSA AUTO Two-mode auto 'box gives 1.4 a satisfying performance/economy mix

Vauxhall cuts auto down to size

A versatile four-speed automatic makes its debut in June. Michael Harvey reports

The first thing Vauxhall's sales team asked for when they staked their claim to a piece of the Corsa was an automatic version. In June their wish will be granted when sales of the new four-speed automatic Corsa start.

As part of a package of down-sizing measures — adding big car features to small cars — the new Opel gearbox makes a convincing argument: four speeds with lock-up on third and fourth, electronic control for smoother shifting and two modes allowing 700rpm higher shifts in 'sport' mode and pull-away in third in 'winter' mode. Originally introduced in the Astra just last year, it is remarkably compact and lightweight, tipping the scales at just 60kg.

Only one engine is available, the same 59bhp Family I eight-valve four featured in all 1.4is in the Corsa line-up except the 81bhp version in the SRi. Maximum power is generated at 5200rpm and a hefty 76lb ft of torque at a useably low 2800rpm. Vauxhall says there's no great performance sacrifice over the five-speed manual car, which will reach a claimed top speed of 96mph and hit 60mph in 14secs. Its thirst for fuel is barely affected, either, with EC figures quoting 33mpg in town, 54mpg on the open road and 41mpg on the motorway.



CORSA AUTO Only one spec level — GLS — with self-shifter

Although Vauxhall has yet to make up its mind, it's likely that there will be just one trim level offered with the automatic — the top-spec GLS, which has seat height adjustment, central locking and a handy split rear seat with an adjustable backrest, but no electric front windows or electrically adjustable exterior mirrors, which are options rather than standard.

Definitely standard and a welcome relief after our experiences with the 1.2E is power steering, which drops the work required to get from lock to lock from 4.2 to just 2.8 turns and has a weight and feel that make the car a delight to drive in town.

The gearbox, although not as smooth to pull away as the Nissan Micra's continuously variable transmission with its powder clutch, changes up on the run with a silky smoothness and the 'sport' mode, activated by a button on top of the shift, allowed enough extra grunt to be harnessed to make it convincing. We'll have to wait for suitable weather conditions to check out the winter setting.

It isn't a perfect package, though. The addition of front anti-roll bars, standard on all 1.4-litre cars, certainly makes the car's passage through corners more elegant, but at the expense of ride quality, particularly at low speeds — a shame in a car that otherwise makes such a strong case for down-sizing. It's not a 16-valve Micra CVT, but nor is it likely to cost you £10,000. ■

Diesel duo targets Peugeot 106

WHILE THE MICRA SETS THE QUALITY TARGET FOR THE BULK OF THE Corsa range, the car that Vauxhall's pair of indirect injection 1.5-litre diesels must beat is Peugeot's 106.

Vauxhall has continued with its policy of buying in Isuzu diesels. The engines are unchanged from the Nova, with a capacity of 1488cc and producing 49bhp in non-turbo form and 66bhp with a blower.

The turbo diesel is the heaviest Corsa at 930kg but packs a healthy 97lb ft of torque and a promise of 70mpg plus on the open road. This figure is probably ambitious, but 60mpg is a real possibility. Top speed is a claimed 103mph, and this rapid little car shouldn't have any problem getting to 60mph from rest in 13secs as claimed.



CORSA DIESEL is nippy in turbo form, but ride suffers

Refinement levels are high, although more than one of those who drove the car thought the installation in the Nova to be marginally quieter and smoother. The biggest problem is the ride. The heavyweight turbo diesel and all the extra metalwork required to support it put a hefty load on the front axle, and the extra spring stiffness takes its toll on the driver. It seems that building great diesel cars remains a specialist skill.



F1 lapped at speeds that wouldn't humble a not-so geriatric grand prix car. Noise from BMW engine a glorious mix of intake and exhaust howl and mechanical complexity

★ ★ ★



Original roof mirrors the only item to have fallen foul of DTp. New wing mounted mirrors ex-Citroen CX, first used by designer Peter Stevens on Esprit. Now used on Vantage, XJ220

★ ★ ★

Born on Christmas Eve, the first prototype for McLaren's BMW-engined F1 road car stretched its legs for the first time at Silverstone two weeks ago

All systems GO!



Driver's 'throne' in the centre of the car gives better visibility than Murray thought; allows pin-point driving

★ ★ ★

Grand prix cars do about 190mph on Silverstone's Hangar Straight. McLaren's F1 road car, in its first serious test at the circuit last month, was touching around 170mph.

"The plan was to let the directors have a drive in the morning, get down to serious calibration work after lunch," explained Gordon Murray, the F1's creator. "Trouble was we had a few problems getting the directors out of the car."



Dennis (far left) had his first spin in the F1 with Murray (centre) and Brown keeping a careful eye from passenger seats

★ ★ ★

Murray was able eventually to prise McLaren bosses Ron Dennis and Creighton Brown out of that middle seat and drive the car himself.

"On the track it feels faster than I ever imagined, the engine's delivery is like nothing I've ever tried [he's tried F1 cars



Commercial boss Creighton Brown (left) tells Murray what the F1's feels like at 170mph on the Hangar Straight

★ ★ ★

— ed!]. Although we'd done all the research and trials I guess I was a little unsure of the driving position, but it's just perfect. Visibility is superb so you can place the car to fractions of an inch in the corners."

This first car, still unpainted, is joined this month by a second, which BMW will use, and two further cars; one for Type Approval (the first car will meet the wall) and another so Murray can get down to some serious chassis work on the road. "I'm looking forward to that." Really?

THE LATE, POSSIBLY GREAT NEW DELTA

The superb Integrale has been propping up Delta sales for the past two years, but the long-overdue arrival of the all-new Delta could be the key to a Lancia revival. Peter Robinson reports





Delta is styled by Ercole Spada at IDEA — note rear-end similarity to Alfasud

It was, with the benefit of hindsight, a mistake. Originally scheduled for release in late 1990 — 18 months after the Dedra saloon on which it's based — Lancia delayed launching its new hatchback until 1993, thanks entirely to customer pressure for the Integrale. No sooner had the decision been set in motion than sales of the ordinary Deltas plunged...

After achieving a near record of 45,000 in 1987 — eight years after it was introduced — sales settled down to 30,000 in 1990, fell to 22,000 in 1991 and to a mere 17,000 in 1992, when, incredibly, the biggest-selling model was the Evolution Integrale.

So, despite the arrival of the new model, the old-style Integrale remains a motoring icon — Italy's Porsche 911? — for at least another year. When a new Integrale finally appears in autumn 1994 it will have two fewer doors and be more coupe than hatchback.

Until then, the top new Delta is the front-wheel-drive, turbocharged HF with 190bhp and a top speed of 137mph, exactly matching the now catalysed 215bhp Integrale. The last 2000 Integrales are being built in Lancia's old Chivasso plant, while production of the new Delta moves to Pomigliano d'Arco, the factory first built to produce the Alfasud.

Below the HF and high-spec HF LS are three engines and two trim levels that promise a broad span of models (starting with an entry-level 76bhp car), even without taking into consideration forthcoming diesel versions, three-door body styles and possibly automatics.

Coming five years after the Fiat Tipo, the Delta is the last of the IDEA-designed models penned by Ercole Spada — the Dedra, Fiat Tempra and Alfa Romeo 155 — which share the same 2540mm wheelbase. Because it was first outlined in the mid '80s, the new Delta is hardly going to be a design trend-setter.

Its aerodynamics are still res-pectable, though a drag coefficient of 0.32 for the hatchback is significantly, if predictably, worse than the high-tailed Dedra's 0.29.

Although only the doors and windscreen are common to the Delta and Dedra, the hatchback still manages to look like a chopped-off saloon.

Narrower headlights and an even shallower rendition of the traditional Lancia grille — finished in chrome on all but the two HF models — necessitate a new bonnet and front wings, while the abridged rear reduces overall length by 330mm (13ins) to 4010mm compared with the Dedra.

If you think the tail looks familiar, try comparing the Delta's posterior with that of the Giugiaro-designed Alfasud. The similarity is amazing.

At least the humble Deltas have a balance and harmony that's missing from the HF. Its bulging front guards are an obvious reminder of the Integrale and give the nose a tenacious, aggressive stance. However, because the rear wheelarches remain flush — apparently due to the cost of altering the rear doors and side panels — it looks awkward and unbalanced, like a butterfly swimmer whose chest and shoulders overwhelm the rest of the body.

Those who have seen the forthcoming three-door Integrale — a late decision and therefore designed long after the five-door — claim it has all the style and cohesiveness that's missing from the HF with its matching flared rear guards behind longer front doors.

Both body styles share the same rear hatch, which opens down to the bumper (by ▶



Headlights and grille are shallower than Dedra's



Opposite page: 2.0 HF flagship. Above: 11 per cent more space; Alcantara seat in top spec

◀ exterior lock or electronically from the dashboard), and the HF carries a spoiler at the base of the rear glass. This spoiler is optional on the rest of the range.

Fiat and Lancia have always gone to unusual lengths to distinguish their hatchbacks from the equivalent saloons — witness the Tipo/Tempra and the Ritmo/Regatta — so the new Delta doesn't just carry over the Dedra's dashboard. A new analogue instrument binnacle (unlike the Dedra, the Delta won't offer electronic dials) is shielded from above by a broad upper lip extending from door to door.

The heater/ventilation controls and steering column stalks are pure Dedra, but a new three-spoke steering wheel (leather-trimmed on the HF), redesigned door trims and heavily bucketed seats (Recaros on the HF LS) front and rear give the Delta a more sporting image. Lancia claims there is 11 per cent more interior space than in the old Delta and the boot is an impressive 20 per cent larger.

Standard equipment on all models includes power steering, central locking, electric front windows and tinted glass. The 1.6/1.8-litre LE and two-litre LS and HF LS models extend to Alcantara upholstery, foglights, electric and heated exterior mirrors, height and lumbar support adjustment for the driver's seat, alloy wheels (of a different design on the HF) and a split rear seat.

Both HF turbo models feature Lancia's Viscodrive viscous coupling to control torque steer. In concert with its range-topping role, the HF LS also has automatic damping, electric rear windows and headlight height adjustment.

A driver-side airbag, incorporated into a new in-house steering wheel, and seatbelt pre-tensioners are both options — a first on an Italian car.

Lancia claims that with special door reinforcement and a collapsible steering column the new Delta easily passes the 34mph 50 per cent offset crash test.

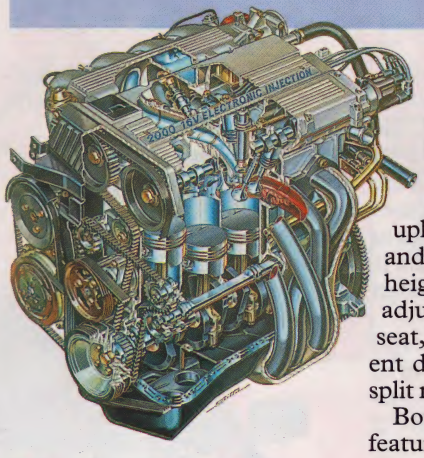
Lancia Delta versus its rivals

	Lancia Delta 1.6	Ford Escort 1.6	Vauxhall Astra 1.6	Fiat Tipo 1.6	Citroen ZX 1.6
cc	1581	1597	1598	1580	1580
bhp/rpm	76/6000	90/5500	100/5600	83/6000	89/6400
lb ft/rpm	91/3000	99/3000	100/3400	96/2900	98/3000
0-62mph *	13.8secs	10.6secs	11.0secs	11.3secs	13.5secs
Top speed *	107mph	116mph	117mph	106mph	112mph

How they measure up

Length mm (ins)	4010 (157.8)	4035 (158.9)	4051 (159.5)	3962 (156)	4072 (160.3)
Width	1700 (66.9)	1690 (66.5)	1796 (70.7)	1702 (67)	1689 (66.5)
Height	1430 (56.2)	1395 (54.9)	1375 (54.1)	1445 (56.9)	1400 (55.1)
Wheelbase	2540 (100)	2525 (99.4)	2515 (99.0)	2540 (100)	2540 (100)
Weight kg (lb)	n/a	1015 (2236)	958 (2110)	1049 (2310)	940 (2070)

*All manufacturers' claimed figures



Tipo 16v unit gets turbo

Delta: from humble beginnings to world champion

What started as an unassuming family hatch turned out to be a top rally weapon

IT IS IRONIC THAT THE MOST SUCCESSFUL rally car in modern times wasn't supposed to be anything other than ordinary. The Lancia Delta — winner of six consecutive world rally titles — was the result of pressure from Fiat to build a conservative family car that would sell in large numbers and not ruffle anyone's feathers. Eccentric, beautiful cars like the Stratos and the Gamma were not part of Fiat's game plan.



1979 Delta anything but radical

Based on the Fiat Strada platform but styled by Giorgio Giugiaro, the Delta was greeted with enthusiasm when it made its debut at the 1979 Frankfurt motor show. Powered by 1.3-litre and 1.5-litre engines, the Delta was simple and spacious but retained a distinctive Lancia character. It was voted 1980 Car of the Year.

In 1982 the car's mediocre build quality was improved and Lancia expanded the range with an upmarket LX model and an automatic. But the most significant development was the unveiling of a prototype Delta 4x4, forebear of the Integrale. That show car was powered by a 1.6-litre twin-cam engine, its power boosted to 130bhp by a Garrett turbocharger. But the 1.6-litre engine made its production debut in non-turbo form in the sporty GT at the end of 1982.

When the front-drive HF Turbo was launched the following year, it marked the start of a new era of performance and handling in its class. The Delta's handling in particular was widely praised, although its build quality still came in for criticism.

Lancia returned to the World Rally Championship on the 1985 RAC Rally with the Group B Delta S4, a mid-engined monster with four-wheel drive and a novel turbocharged and supercharged engine. Its life was short-lived, however, because Group B cars were banned at the end of 1986 in the wake of Henri Toivonen's death on the Tour de Corse.

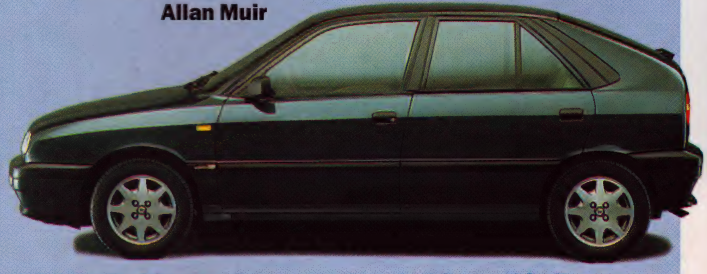
In 1987 the Delta was 'relaunched' with seven models, headed by Lancia's new rally contender, the HF 4WD. It was powered by a 165bhp turbocharged version of the Thema's two-litre twin-cam, mated to the 4x4 drivetrain. The car totally dominated the 1987 rally season to earn its first manufacturers' title.

Had it not been for its success in rallying, the Delta would have been replaced in 1988. Instead, Lancia launched the HF Integrale at the 1987 Frankfurt show. It looked purposeful with its boxy flared guards and its performance was boosted by an uprated 185bhp engine with a bigger turbo. The 1988 and 1989 seasons were again dominated by the Delta, which won 10 consecutive rallies in 1989 on its way to its third crown.

Lancia gave the Integrale a 16-valve head at the end of 1989 and increased power to 200bhp in road form, followed by a 210bhp Evolution model in October 1991 that featured an adjustable roof spoiler and a wider track to improve the car's handling.

The Delta earned its second reprieve in 1990, mainly due to the success of the Integrale. Only now is a replacement being revealed. Like its predecessors, it is based on a Fiat platform and uses a variety of Fiat group engines. But will it be as well received as the 1979 car? Only time will tell.

Allan Muir



1993 Delta bigger, less angular, but format is the same

Lancia has dipped into the parts bin to provide a range of engines for the new Delta that doesn't duplicate the Dedra. The base engine is a single-cam, single-point fuel-injected 1.6 with a Bosch management system and pumps out 76bhp, down 4bhp on the same catalysed engine in the Dedra but with the same 91lb ft of torque at 3000rpm.

The twin-cam 1.8 delivers 105bhp at 6000rpm and 101lb ft of torque at 3000rpm. But in place of the Dedra's eight-valve 115bhp two-litre engine, the Delta employs a slightly detuned version of the Tipo 16v's engine, which develops a solid 142bhp at 6000rpm and 133lb ft of torque at 3000rpm.

Topping the range is a Garrett turbocharged version of this engine, producing 190bhp at 5750rpm and 214lb ft at 3500rpm, with 80 per cent of the torque available at only 2000rpm.

A sophisticated engine management system features anti-knock and anti-overheating functions. Since the top engine in the Dedra is a 180bhp eight-valve turbo, the marginally lighter Delta has a slight acceleration advantage — the sprint from 0-62mph takes 7.5secs as opposed to 7.8secs — and its top speed is 3mph higher.



Cd is 0.32. Boot has low lip and offers 20 per cent space

The HF is fast, sure, but not in the same league as the Integrale. Lancia isn't about to let a car capable of winning six world rally championships die — more than 40,000 have been built since 1988, when a production run of just 5000 was envisaged.

When the new Integrale belatedly arrives, it will initially be powered by today's two-litre 16-valve engine, but in 1995 it becomes super-Integrale with the fitment of a new 20-valve, 2.3-litre five-cylinder engine that produces 250bhp and is linked to a six-speed manual gearbox.

Among the options will be the semi-automatic gearbox that is used on the present Integrale rally cars. Top speed, according to insiders, is close to 150mph with a 0-60mph time of 5.5secs.

The new Delta's suspension follows the lead of the other Tipo-based cars in using MacPherson struts up front and independent trailing arms at the rear. All but the 1.6-litre models have four-wheel disc brakes, while the two-litre LS and HF models also get four-channel anti-lock (optional on other models) and ventilated front discs.

Lancia's range in the UK has shrunk in parallel with sales to such devastating effect that so far there's no indication of when the Delta will be built in right-hand-drive form, but it could be spring 1994.

If the Fiat group is serious about re-establishing the Lancia marque in the UK, the new Delta's arrival had better be sooner rather than later. The Delta's been on the shelf for too long to suffer further delays. ■



Driver's airbag available



Most of switchgear is from Dedra, but instruments are new. No digital display

Factfile

Lancia Delta 1.6

How fast?

0-62mph	13.8secs
Top speed	107mph
MPG	n/a

All manufacturer's claimed figures

How much?

£n/a **On sale in UK** spring 1994 (est)

How big?

Length	4010mm (157.8ins)
Width	1700mm (66.9ins)
Height	1430mm (56.2ins)
Wheelbase	2540mm (100ins)
Weight (claimed)	n/a

Engine

Max power 76bhp/6000rpm
Max torque 91lb ft/3000rpm
Specific output 48bhp/litre
Installation transverse, front, front-wheel drive
Capacity 1581cc, 4 cyls in line
Bore/stroke 86.4/67.4mm
Valves 2 per cyl, sohc

Suspension

Front MacPherson struts, coil springs, anti-roll bar **Rear** independent, trailing arms, struts, coil springs, anti-roll bar

Steering

Type rack and pinion, power assisted
Lock to lock 3.75 turns

Made by

Fiat SpA, Turin, Italy

Sold by

Fiat Auto (UK) Ltd, 266 Bath Road, Slough, Berks SL1 4HJ. Tel: 0753 511431

Delta 1.8

Same as 1.6 except for:

How fast?

0-62mph	11.8secs
Top speed	115mph

Engine

Max power 105bhp/6000rpm
Max torque 101lb ft/3000rpm
Specific output 60bhp/litre
Capacity 1756cc
Bore/stroke 84/79.2mm
Valves 2 per cyl, dohc

Delta 2.0 16v

Same as 1.6 except for:

How fast?

0-62mph	9.6secs
Top speed	128mph

Engine

Max power 142bhp/6000rpm
Max torque 133lb ft/4500rpm
Specific output 71bhp/litre
Capacity 1995cc
Bore/stroke 84/90mm
Valves 4 per cyl, dohc

Delta 2.0 HF Turbo

Same as 1.6 except for:

How fast?

0-62mph	7.5secs
Top speed	137mph

Engine

Max power 190bhp/5750rpm
Max torque 214lb ft/3500rpm
Specific output 95bhp/litre
Capacity 1995cc
Bore/stroke 84/90mm
Valves 4 per cyl, dohc

Subaru squares up to Escort

Never one for convention, Subaru has a unique new contender — the Impreza. James Thomas drives it



STAN PAPIOR

Four-door saloon is conservative but refined



Excellent driving position has improved ergonomics

LAST YEAR SUBARU gave us the lithesome SVX sports coupe; this year, it produced the cheeky little Vivio town car. When the company responsible for two such conceptually diverse cars declared it was building an Escort-sized car, we wondered what it would come up with next.

The Impreza, driven here in Switzerland but on sale in the UK from May 17, is Subaru's answer. Like its wacky SVX and Vivio brethren, the new car's only predictable features are the twin Subaru hallmarks of four-wheel drive and horizontally-opposed engines.

Its design team, seeking to avoid directly comparable rivals by producing niche models (Subaru's raison d'etre), has thrown up two very different versions of the Impreza. One is conservative, the other a little controversial. Both will be sold in the UK at a price, according to Subaru, "comfortably below that of the Legacy", although fluctuating yen/sterling values will make pricing a last minute thing.

It's the five door Impreza, the



silver car you see here, which is the more interesting of the two models. It will either go down as a lesson in skilful packaging, or as one of 1993's more conspicuous marketing cock-ups.

It's a five-door hatchback which looks like an estate car but has exactly the same length and wheelbase as its more conventional four-door saloon sidekick. The five-door Impreza measures 4350mm from its Audi 80 estate-like tail to its Escort-aping nose. This makes it just 2.5cms less than a BMW 3-series Touring but a significant 17.5cms more than a Nissan Sunny estate.

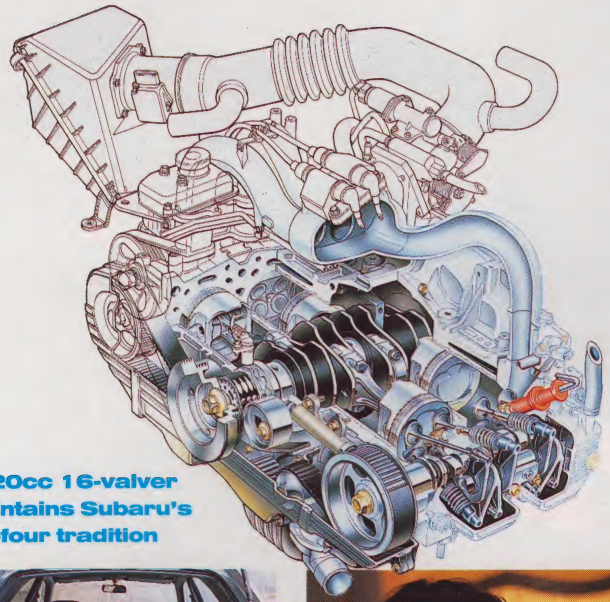
This is the model that will be crucial to the success of the Impreza in the UK, where estate cars have been Subaru's best sellers. In line with this, the projected sales split is likely to favour the five-door over the four-door by roughly four to one.

Following market research in Europe, Subaru has decided to target the five-door at 25 to 45-year-old established career people who "pursue an active lifestyle" but don't want to own a full-sized estate car like the Legacy, which is 25cm longer.

Subaru UK managing director Ed Swatman hopes this is the model that will attract a more youthful buyer to effectively lower the average age of Subaru buyers "by a decade". Whatever the case, the Impreza range balances Subaru's UK line-up, filling the gap that has existed between the compact Justy and larger Legacy saloon and estate ranges since the demise of the L-series cars in the late '80s.

With the Impreza, Subaru's market coverage in the UK has leapt from 50 to 70 per cent. In terms of volume, the Impreza will still be a tiny seller. Thanks to import quota restrictions, only about 1500 will be registered in the UK this year, which is about the same as the number of Legacys sold last year.

In its home market, the new models can be had with either 1.5, 1.6 or 1.8-litre four-cylinder boxer engines, full or part time four-wheel drive and an airbag. For the UK, however, Subaru will offer the Impreza in permanent four-wheel-drive ▶



1820cc 16-valver maintains Subaru's flat-four tradition



Hatch boot space poor...



...but split seats useful



Katsurada: chassis man



Impreza will be available in UK with GL trim only

Factfile

Impreza 5dr 1.6 manual/1.8 auto

How fast?

0-62mph	13.6/14.0secs
Top speed	103/97mph
MPG: urban	28.8/25.5
56mph	41.5/38.7
75mph	31.7/31.0

All manufacturer's claimed figures

How much?

£tba **On sale in UK** 17 March

How big?

Length	4350mm (171.2ins)
Width	1690mm (66.5ins)
Height	1420mm (55.9ins)
Wheelbase	2520mm (99.2ins)
Weight (claimed)	1080/1195kg
Fuel tank	50 litres (11 galls)

Engine

Max power 88/101bhp at 5600rpm
Max torque 95/109lb ft at 4000/4400rpm
Installation transverse, front, four-wheel drive
Capacity 1597/1820cc, 4 cyls in line
Made of alloy head and block
Bore/stroke 1.6: 87.9/65.8mm 1.8:87.9/75.0mm
Compression ratio 9.5:1
Valves 4 per cyl, sohc
Ignition and fuel electronic ignition, multi-point fuel injection

Gearbox

Type 5-speed manual or 4-speed auto
Ratios man/auto **1st** 3.54/2.78 **2nd** 2.11/1.54 **3rd** 1.44/1.00 **4th** 1.08/0.69 **5th** 0.82/– **Final drive ratio** 3.90/4.11

Body

Type 4 or 5dr, steel monocoque

Suspension

Front struts, L-shaped transverse links, coils, dampers **Rear** struts, transverse dual links, coils, dampers

Steering

Type rack and pinion, power assisted
Lock to lock 3.1 turns

Brakes

Front vented discs **Rear** drums
Anti-lock n/a

Wheels and tyres

Size 14x 5.5ins **Made of** pressed steel
Tyres Michelin 175/70 HR14

Made by

Fuji Heavy Industries, Tokyo, Japan

Sold by

Subaru (UK) Ltd, Ryder St, West Bromwich B70 0EJ Tel 021 520 2000

Impreza to replace Legacy as Subaru rally contender

HERE, PICTURED IN RALLY TRIM, IS THE IMPREZA WRX RALLY CAR THAT IS DUE TO MAKE ITS FIRST appearance on the 1000 Lakes Rally this August. It's the weapon which will replace the successful Group A Legacy RS Turbo. If homologation of the necessary 2500 WRXs is completed around April, the UK may see a roadgoing version by August. The road car, powered by a reworked EJ20 turbocharged flat-four, develops a massive 240bhp. This makes it the most powerful of road-going rally cars like the Escort Cosworth and the Lancia HF Integrale.



WRX to rally in August

Proved in Europe at the famous Nurburgring, the WRX — lighter by 150kg and shorter in wheelbase than the Legacy Quad Cam Turbo saloon — is said to handle in a crisper fashion than the Legacy. Externally, it is marked out from the cheaper four-door by a huge bonnet scoop, chunky alloy wheels and twin fog lights set in a deep front air dam.Two other performance versions of the Impreza four and five-door are likely to come to the UK, both powered by the 197bhp, turbocharged EJ20 engine currently used in the Legacy Quad Cam Turbo saloon and estate.

◀ form only and exclusively in GL trim level. A 1.6-litre five-door with five-speed manual gearbox forms the entry model. This is followed by saloon and five-door versions with either the manual box or an electronically-controlled four-speed automatic transmission coupled to the bigger 1.8-litre engine.

The GL denomination ensures power-assisted steering, central locking and electric windows come as standard. The decision to offer airbags has been deferred until later. Air-conditioning, an electric sunroof and roof rails for the five-door will be available as dealer-fitted options. Anti-lock brakes will be an option, too.

The best news about the Impreza is that underneath its unusual lines lurks a subtly reworked version of the excellent Legacy chassis tweaked to give the Impreza a more sporty feel. Even better, the car's dynamics have been developed by Masaru Katsurada, general manager of vehicle development at Subaru and father of the Legacy.

Katsurada got a useful start thanks to the Impreza's stiffer bodyshell. He added larger diameter MacPherson struts front and rear, with lighter L-shaped transverse link struts. Longer wheel travel and upgraded shock absorbers, plus more negative camber for the rear suspension, all aim to sharpen things up for the keen driver.

And it has worked. Despite the inescapable feeling you are driving a little estate car, the five-door goes about its business with precision, refinement and more than a little poise. The car we drove had 1820cc and 101bhp/109lb ft of torque, packing the engine that once powered the Legacy in carburettor form. It is now fitted with multi-point fuel injection for the first time.

The shorter stroke, 1597cc version of the engine that will power the manual five-door car in the UK also uses a single overhead camshaft to operate its four valves per cylinder but produces a more modest 88bhp and 95lb ft of torque.

Efforts have been made to improve both engines' refinement by fitting equal-length exhaust manifolds and better engine mountings but, thankfully, their exuberant manners still shine through. They rev freely and pull impressively



Impreza handles with poise and precision. Four-wheel drive bestows unique all-weather ability in its class

from as little as 2000rpm. Still, the Impreza is swift rather than fast. Subaru claims a top speed of 103mph and 0-60mph in 13.6secs for the 1.6-litre manual five-door; 97mph and 14secs respectively for the 1.8-litre five-door auto, placing the Imprezas roughly on an equal footing with equivalent Vauxhall Astra and Ford Escort.

The chassis could handle the sort of increase in power that would make the Impreza truly sporting. Both versions grip tenaciously, turn into corners with aplomb and understeer in a predictable fashion.

They are hard to pigeonhole, however, for there are no rivals with four-wheel drive. A fresh layer of snow on a stretch of twisting Swiss mountain road emphasised the fact that there's no substitute for four driven wheels in adverse conditions — something you don't have to remind UK owners of the Legacy.

If the 1.8-litre manual saloon we tried was a fair example, then we'd pick the five-door alternative every time. The saloon is a far less appealing car to look at, even if it does have the same frameless doors that are such an attractive feature of the five-door. Our test car's engine felt noticeably coarser and its low-speed ride just a little more uneven than its brother's superb compliance.

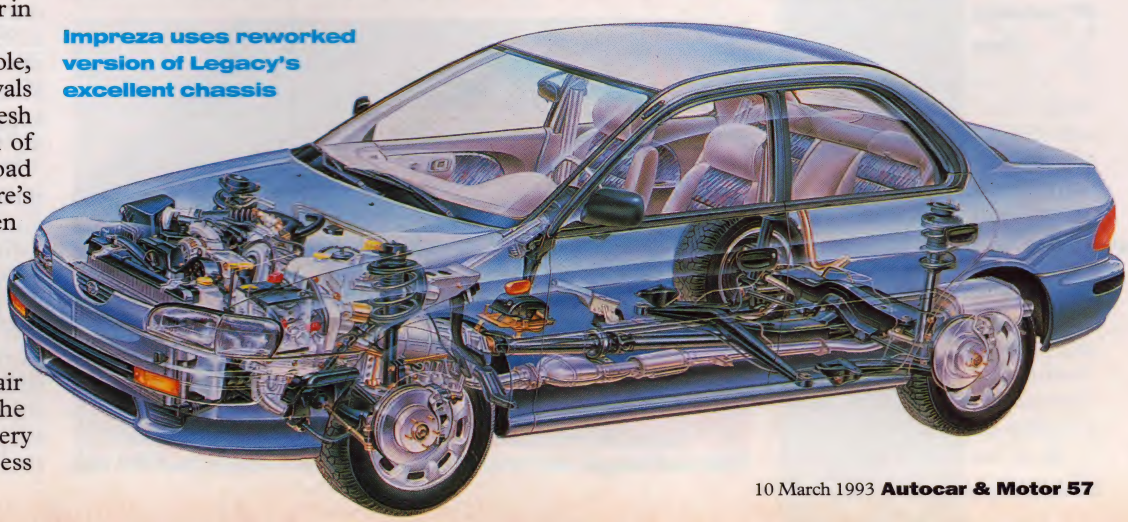
The biggest problem both Imprezas face is their lack of space — surely crucial in the family-sized Escort class. Rear legroom is particularly poor in both versions and don't expect a massive amount of luggage space from the five-door — with its rear seats in place, its boot allows just 0.31 cubic metres of luggage space which is substantially less than that offered by the four-door. Load versatility is better, thanks to a 60/40 split in the five-door's rear seats which, when required, will fold flat. There's a ski hatch for the four-door.

Although it's hardly inspirational, the Impreza's interior (virtually identical in both body shapes) continues and, particularly in its ergonomics, improves upon Subaru's traditional solidity. The well-formed driver's seat can be adjusted for height and the wheel for rake, giving a fine driving position.

All of which makes the Impreza one of the most unusual, individual cars you can buy. For those wanting a refined but mildly sporty alternative to an Escort or Astra, and more concerned with image than practicality, it has a unique appeal.

There's little doubt Subaru will sell all the Imprezas it is allowed to import. The real question is, how many would it sell if unrestricted? Quite a few, we'd wager. ■

Impreza uses reworked version of Legacy's excellent chassis



SECONDHAND SPOTLIGHT

ME & MY

FERRARI 308

It looked like a scrapyard relic and would cost £6000 to fix but, to Italian car lover Richard Morley, buying a Ferrari was a challenge



Driver	Richard J Morley, managing director
Car	1984 Ferrari 308GTS QV
Bought	September 1991
Price	£18,000
Private sale value today	£25,000
Previous owners	Five
Service history when bought	None
Mileage then	21,000
Mileage now	25,800
Servicing costs	None (see text)
Days off road	Eight months, but none since rebuild
Faults	Cracked windscreen
Insurance cost	£1500 on motor trade policy with full no-claims and clean licence (limited mileage policy £1200)
DIY servicing	All (see text)
Likes	Handling, classic looks, inspires respect, driving position, running costs equivalent to large executive saloon
Dislikes	Harshness of engine
Would he recommend one?	Yes

THE PHONE CALL WAS brief and to the point. It concerned an Italian deal ... and made an offer that former Alfa Romeo dealer Richard Morley could not refuse.

Richard says: "I was so intrigued when I heard of a 1984-model Ferrari 308GTS going for only £18,000 that I had to go to see it."

There, at a colleague's business premises, he found a car that looked more like scrapyard fodder than the piece of proud Italian heritage he'd expected.

"I'd been told on the phone that the car was in a state of disrepair — but it was obvious it had been subject to a heavy bout of vandalism."

Despite the amount of daunting renovation work required, Richard, with his professional experience of Italian sports cars, decided to buy the Ferrari. "It represented a challenge. I had never even contemplated any work on a 308 before."

The one niggle worrying him before buying the Ferrari was its lack of service history. His friend assured him the car *really* had covered only the 21,000 miles on its clock in the hands of its five previous owners.

When he bought the 308 in September 1991, he didn't underestimate the amount of time and energy needed to bring it back to the manufacturer's specification. He reckoned the cost of the rebuild would be around £6000 and, with 1984 308s fetching upwards of £30,000 then, was sure it was worth spending that much.

During the restoration, Richard recalls, the most time-consuming job was reshaping the old panels that were still usable and fitting the new panels that were needed.

"We started from a bare-metal shell and all the work was done using a set of workshop manuals I bought for the job," says Richard. "Parts are available 24 hours a day from some suppliers, often with next-day delivery."

Richard took eight months to rebuild the Ferrari. But every minute spent doing it seemed worthwhile when the day to drive it finally dawned.

"The Ferrari 308 is one of the most exciting cars in the world — the way the power is transmitted to the road is superb, and the chassis is one of the safest, most intriguing I've ever come across," he says.



Potential thieves just "stand back and admire" the 308



Use soft bags and there's enough boot room, but it's hot



Richard spent eight months restoring the Ferrari — but it was worth every moment



Low mileage was genuine



Parts are easily available

JOHN COATES' VIEW

The 'buy a used exotic for the price of a Granada' theory has to be approached with utmost care. Most buyers don't have the time, money or expertise to play with ageing supercars, however desirable they may appear to be.

Richard Morley is a good example of a person for whom this dream can become reality, being ex-trade with enough cash not to be not dependent on this car. He also has the benefit of the contacts necessary to repair and maintain it at reasonable cost.

There have been cheap examples of this sort of car over the past few years, and Richard's was reasonably priced at £18,000 in late '91. But only the experienced should tangle with a Ferrari that lacks a full service history — whatever the cost.

In a properly renovated condition, the 308's private value should be around £25,000 today.

"Because of the 308's forgiving handling, you can cover vast mileages quickly, without the car biting back at all."

Since its rebuild, the 308 has had no more trouble from the more destructive members of the public. Richard says: "I believe that, while people look on an Integrale or a Cosworth as an easy, stealable target, they will just stand back from a Ferrari and admire it."

Richard's love of Italian sports cars doesn't end with his Ferrari. He held an Alfa Romeo franchise for 27 years and so he's no stranger to the design quirks of Latin machines. "People often say it's wrong to have the steering wheel so offset to the left, but the right-hand side of the body is the dominant side and, therefore, if the column is offset to the left, it makes steering easier," he says.

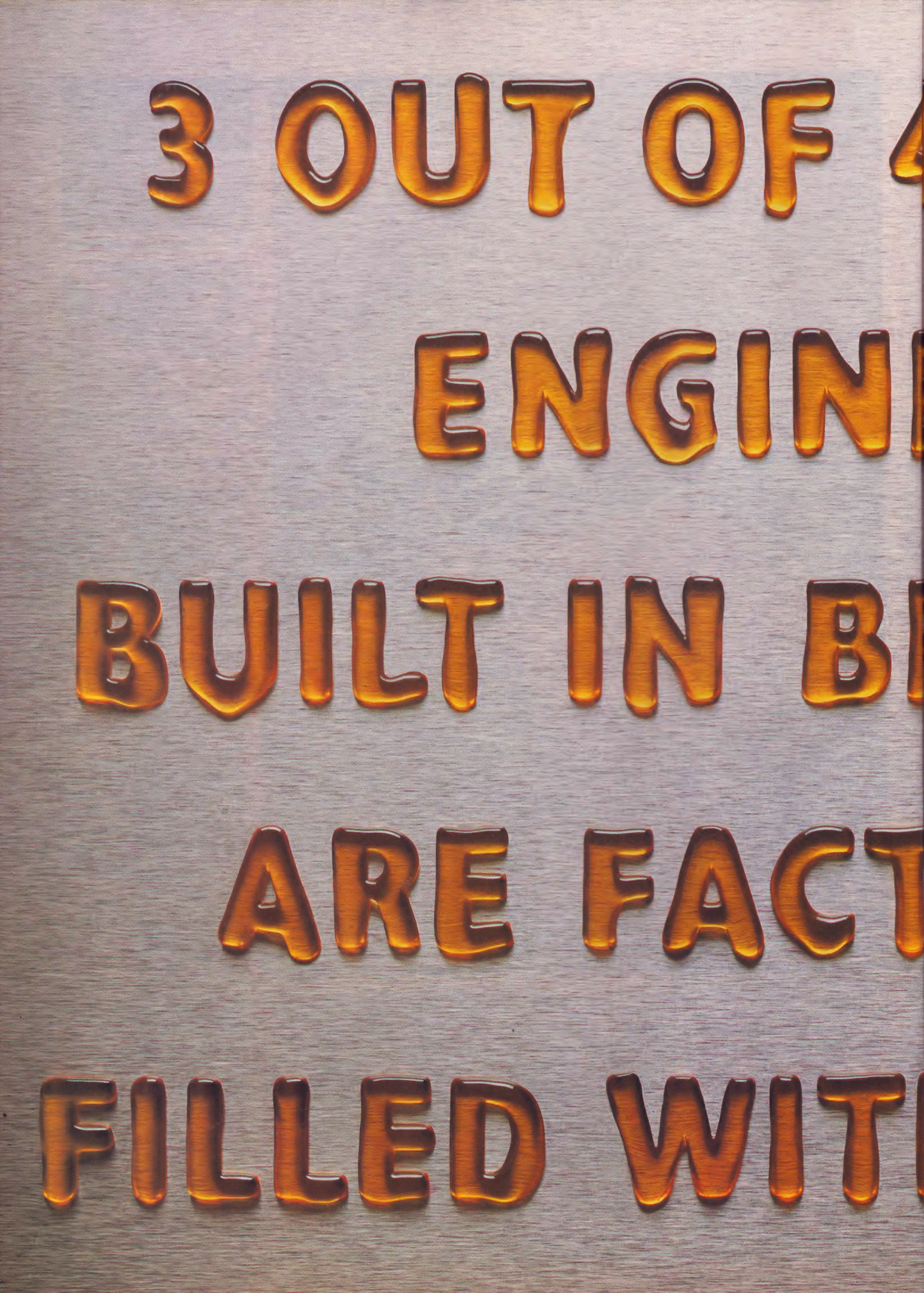
But isn't the 308 very expensive to run? "I've been asked that several times — it's a myth. The Ferrari name has this stigma attached to it, but I think it's wrong.

"On long runs, the 308 averages 25-27mpg. Even at worst, I've extracted 17. Any competent mechanic, with the right manuals, can service it. The only major expense can be tyres. Overall, the running costs are similar to a modern large executive saloon car."

To prove his point, Richard quotes the 308's running costs since the rebuild. "Apart from a crack in the windscreen because of shifting body panels, one-and-a-half pints of oil, and petrol — it hasn't cost me a penny," he says.

This theme runs to insurance too. "I have a motor trade association policy but, for a 35-year-old who's 'clean', with full no-claims discount, it shouldn't set you back more than £1500 a year." While that cost represents the price of a decent used car to some people, it is cheap for a Ferrari.

With an additional 4800 miles on the 308's clock, there's one small complaint — the engine's slight harshness up to 70mph. "Apart from that, I'm very happy with my investment," he says ... before revealing that he has just added a Ferrari 400i to his stable. ■


3 OUT OF 4
ENGIN
BUILT IN B
ARE FACT
FILLED WIT



Surprising?

Not really. Because no matter how high the motor manufacturers set their standards, Esso Oils match them.

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After all, the odds are your engine started life with Esso Oils, so it makes sense to continue using them. Especially when they all come with a manufacturer's recommendation.




111 AD



Missing Spaniard surfaces in Worthing

Spain's technical knockout of the '50s, the Pegaso sports car, has been resurrected — by British design house IAD. Mark Hughes drives it

ANYONE WHO'S BEEN to Spain will have noticed that Pegaso makes most of that country's trucks and buses.

However, in the 1950s the company rose briefly to automotive acclaim by building exclusive sports cars that tried to emulate Ferrari and Maserati.

Only 125 cars were made before this expression of technical virtuosity was abandoned and Pegaso returned to exclusively making commercial and military vehicles.

If that was chapter one, then the next part of the story moves forward 40 years and transfers from Barcelona to, of all places, Worthing. Strange as it may seem, another dozen Pegasos — re-creations of a specific model, the 1953 Z103 — have been engineered and built by International Automotive Design (IAD) as a glamorous publicity exercise for Pegaso.

The concept behind this project is unique. These new Pegasos have not been built for just a few wealthy customers. They are simply the result of an imaginative company deciding to shout about its heritage.

The car is the type of powerful statement that was possible in the late-1980s but which might now be judged inappropriately lavish. That a few of the 12 cars are now finding ▶

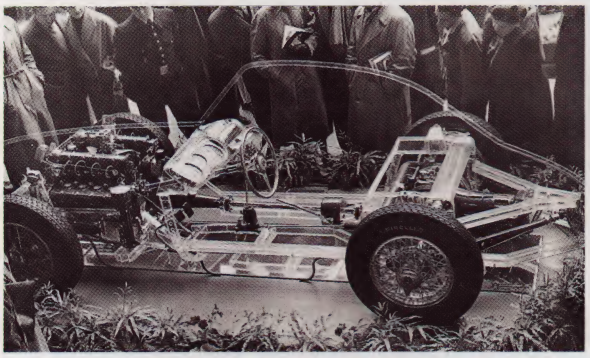


"The new Pegaso is too sophisticated to be described as a replica"

PETER BURN

PEGASO'S PAST

Why Spanish truck-builders made an exotic sports car to rival Ferrari



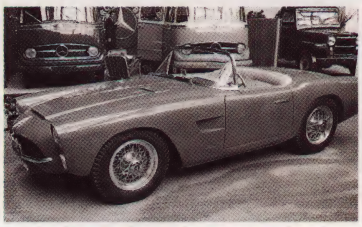
Pegaso mechanicals remarkable for the '50s

JUST AS THE MODERN PEGASO WAS CONCEIVED AS A promotion for Spain, so the original cars grew out of a desire to demonstrate the country's industrial stature. The reality was rather different, for the Spain of the late 1940s was on its knees economically after a devastating civil war.

As part of a government-created industrial holding group, Institucion Nacional de Industria (INI), Pegaso was briefed to hark back to the engineering prowess of pre-war Hispano-Suiza by building an exotic sports car.

It was to be designed by Wifredo Ricart, a Spaniard with whom Enzo Ferrari had crossed swords when they were both involved in Alfa Romeo's pre-war racing campaigns. This old adversary, who Ferrari pettily dubbed "Vilfredo" in his memoirs, would engineer a family of cars to pitch against Maranello's best.

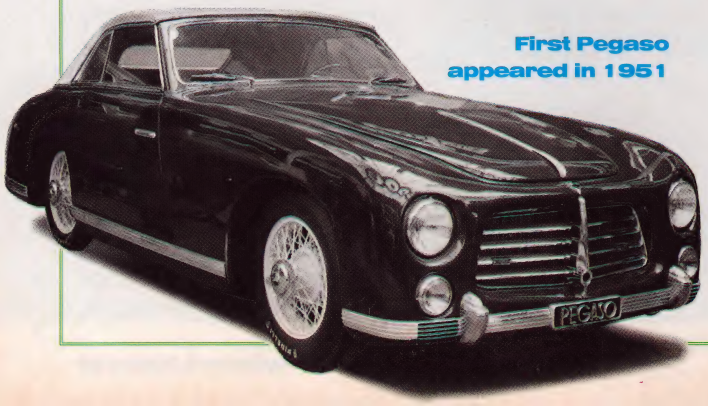
The first Pegaso Z102 was launched at the 1951 Paris Salon, and was a remarkable car for its time. It was powered by an all-alloy two-litre V8 engine with four chain-driven overhead camshafts and dry sump lubrication. A five-speed gearbox was incorporated in the rear axle, suspension was by torsion bars and the rear end was by de Dion. Power output was initially 180bhp, but grew with engine size over the years.



Original Serra-bodied car

No two Pegasos were quite the same, for all the cars — Z102 and Z103 models — were bodied by specialist coachbuilders in a range of individual coupe and convertible styles. Five enlarged engines were developed in capacities of up to 4.7 litres, carburation on the most exotic specifications was by eight Webers, and a handful of cars were even supercharged.

Pegaso was always a low-volume manufacturer, producing about 20 cars a year. The cars were so much Ricart's personal offspring that their manufacture ceased completely when the great engineer retired in 1958. Although Seat has since emerged as a manufacturer in its own right, Spain has never again reached the automotive heights of the Pegaso years.



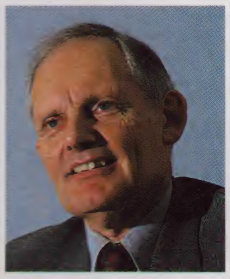
First Pegaso appeared in 1951

◀ customers is almost incidental to the project's original promotional purpose.

The new Pegaso is too sophisticated to be described as a replica. Beneath its faithful exterior lies a car which has been engineered to blend modern components with traditional hand-crafted quality.

In the wrong hands, the project could have emerged as a crass caricature of the original. But IAD's intelligent interpretation has resulted in a machine which captures the character of an old Pegaso, yet meets type approval requirements and drives like a modernised classic.

The mechanical essentials follow tradition. Original Pegasos used a V8 engine, rear-mounted transaxle gearbox and de Dion rear suspension, all manufactured in-house. The practical difficulties of exactly replicating these features and meeting emissions standards would have been insurmountable, so the layout is copied using a 3.9-litre Rover V8 engine (complete with Pegaso identity on the rocker covers) driving through an Alfa Romeo transaxle and de Dion system. It's an ingenious combination which reflects the sensitivity with which the car has been created.



Mason: now at IAD

Two themes lie behind the rebirth. First, the project was Pegaso's contribution to the 'Year of Spain' in 1992, when the country's economic and cultural emergence was symbolised by numerous events, including the Barcelona Olympics and celebrations to mark the 500th anniversary of Columbus's New World discovery.



"The original door handles had to be revised because they pointed forward like spears when opened"

Second, the prospect of the EC's single market had dramatic implications for then state-owned (but now privatised) Pegaso, which suddenly had to confront competition — and thereby assert its engineering abilities — after enjoying decades of near-monopoly behind the shelter of punitive import tariffs.

The idea of recreating Pegaso's old supercar as a flag-waving exercise was generated by an Englishman and a Spaniard. Jim Mason, formerly of Vauxhall and Leyland, joined Pegaso as technical director in 1987. His product planning manager, Manuel Lage, who was wildly enthusiastic about old Pegasos, dreamed up the notion and Mason sold it to the company.

Partly through coincidence, Mason is now IAD's director of international operations, so he has seen both the inspiration and the fruition.

"Spanish people, in my judgement, always seem to think that other European countries do things better," says Mason.

"Although Pegaso's trucks and buses have always been robustly engineered because local conditions are harsh, there was a strong fear that plenty of buyers would chose foreign commercial vehicles. So the car, we thought, would be one way to remind people of Spain's strong technical base."

The prettiest of three Pegaso cars owned by the company, a Serra-bodied Z103 Spyder, was selected as the model to work from. IAD was chosen because there was no Spanish company capable of the job, echoing the old days when Pegaso went abroad to find creative engineering skills.

IAD's brief was to capture the Z103's character but to make the new car legal and driveable. No drawings of the Serra body were available, so it had to be copied by moulds and measurements. Early in this process, they discovered that the hand-made steel body of the original wasn't truly symmetrical. Should the imperfections be retained for the new steel bodies? Why, of course...

Type approval guided the ▶

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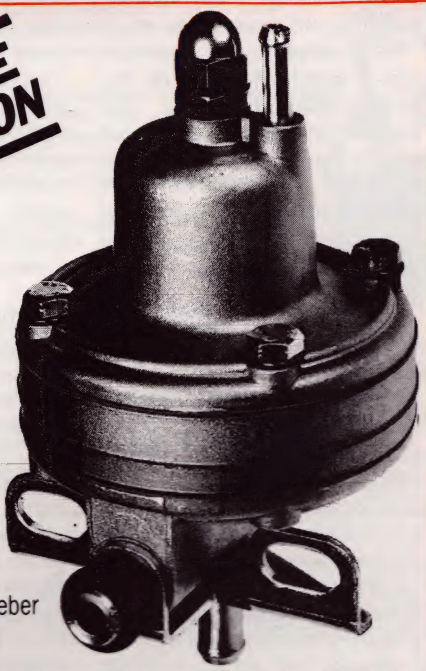
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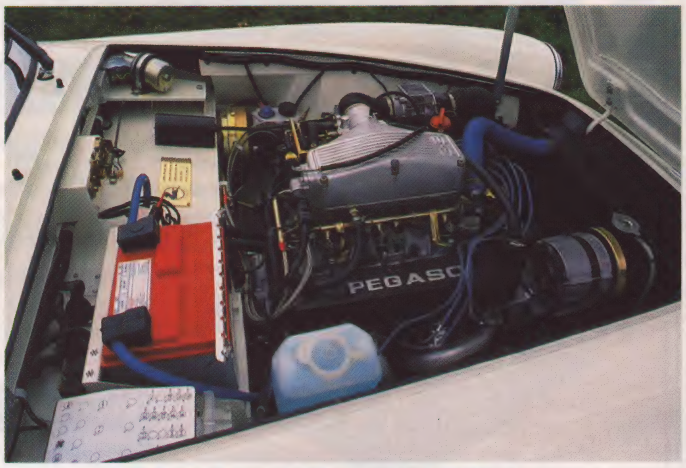
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Wood and leather aim to recapture Spanish character



Facia shape and period instruments mimic original



Modern 3.9 litre Rover V8 provides 170bhp



Chrome wheel takes up most of boot. Note fuel filler cap

◀ balancing act between modification and replication.

The exterior door handles are a good example of the design effort involved. The elegant originals didn't meet modern safety standards because they pointed forward like little spears when opened. The solution was visually identical versions with a different mechanism so as to operate legally.

Such re-engineering was necessary time and time again. The wrap-round windscreen, specially made by Triplex, looks similar but conforms to current visibility rules. Front indicators, absent on old Z103s, are contained in modern light housings which ape the driving lamps of the original car. The rear lights are new units which sit on chrome plinths so that they look appropriate.

Much of the original interior would now be illegal or impractical, so the cabin is now very different, although still Spanish in character. Artespana was responsible for the design, using wood and leather tones which would be considered far too lively in an English car. Wind-up windows have been added for comfort without changing the appearance of the doors, while individual seats replace the old bench. The bloated appearance of the instruments and dashboard architecture have been replicated, but the components and safety padding are modern.

One of IAD's most awkward problems was to achieve all this within a budget. Tooling up conventionally or fashioning one-off components by hand would have been prohibitively expensive for a limited production run. The solution was low-cost 'soft' tooling which can be used about 20 times before deteriorating.

From behind the Pegaso's Nardi wood-rimmed steering wheel, the mix of old and new provides a unique driving experience. The car is, if you like, a Pegaso without tears, with far more refined mechanicals replacing chain-drive camshafts, unwieldy non-synchro gearbox and heavy non-servo brakes.



"The rear lights are new units which sit on chrome plinths so that they look appropriate"

Yet much of the character remains intact. Mason says his Pegaso-steeped colleague, Lage, declared that the new Z103 was thoroughly authentic in personality when he first drove it.

This left-hand drive car's most difficult feature is its driving position. You sit squeezed against the door, your body skewed to grip the off-centre steering wheel — just how it was.

The unassisted rack and pinion steering is light and precise, but with some kickback and very little self-centring action — again, just how you imagine it might have been.

The Avon Turbospeed crossply tyres squirm and tramline in true '50s fashion, but give so much warning as they fight for grip that the gentle onset of oversteer also feels authentic.

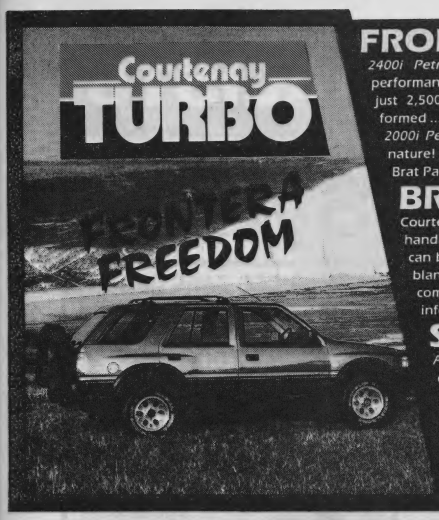
The stiffish suspension, all Alfa-sourced but modified to suit a narrower track, creates good power-on handling balance, but the ride shares some of the choppiness inherent in a 40-year-old sports car.

Driving a modern Pegaso is otherwise a serene experience. The 170bhp Rover V8 woofles gently through a catalysed exhaust, its effortless torque giving surges of acceleration.

The gearlever, topped by an ivory-look knob, needs the deliberate movement typical of an Alfa transaxle, but the Anglo-Italian mix of powertrain componentry gels beautifully. And the servo assisted Alfa disc brakes are immeasurably superior to the arthritic drums of an original Pegaso.

This exquisitely made car is unique. Uncompromised in quality, delightfully anachronistic and visually arresting, a new-age Pegaso is the ultimate in motoring one-upmanship.

Pegaso might sell you one ... but we're told they're choosy about their customers. ■



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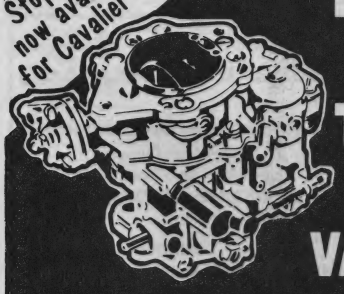
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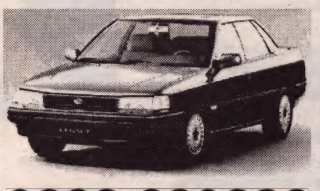
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Road Test Results

Key performance and fuel data for every car we have tested still in production. The **30-70**mph test indicates overtaking ability and is measured through the gears; **50-70** is recorded in top gear, or kickdown for an automatic, and is a measure of engine flexibility. The two **mpg** figures are our overall test result and a calculated touring consumption. All results relate to cars current at the time tested. All results are protected by copyright and must not be reproduced without the written permission of the editor. Compiled by James Thomas.

	max speed	0-60	30-70	50-70	overall/touring	mpg/1000 rpm	weight kg	date tested
Alfa Romeo								
33								
1.7 Boxer 16v	128	8.9	8.5	11.6	29/32	19.9	1009	11.7.90
1.7 16v Perm. 4	124	8.6	8.7	12.4	25/34	19.8	1089	22.5.91
You have to be deeply in love with Alfa's classic flat-four engine to put the 33 on your shopping list because, in most other ways, it's well past its sell-by date								
75								
3.0 V6	137	7.5	7.4	8.7	20/28	24.2	1210	4.11.87
If you think the 75 looks quirky, it's a model of conservatism next to its replacement, the 155. Love the sound and fight of that engine								
155								
2.5 V6 Lusso	131	8.4	8.2	10.1	24/26	21.1	1376	24.6.92
2.0 Twin S Lusso	124	9.3	8.8	12.1	27/39	21.4	1296	26.8.92
Cloverleaf 4	139	6.7	6.4	5.6	16/22	21.7	1296	13.1.93
Not the baby 164 we expected but V6 is still superb. Twin Spark is less flawed but regard the Integrale-based Cloverleaf 4 as the best 155 and the quickest Alfa								
164								
2.0 Twin Spark	126	9.5	10.0	12.6	23/32	23.8	1333	25.7.90
3.0 Lusso	138	7.9	7.4	10.7	25/28	25.8	1363	12.10.88
3.0 (A)	135	9.0	8.2	–	22/23	24.2	1418	21.6.89
3.0 Cloverleaf	143	7.8	7.0	9.0	21/26	22.9	1442	30.1.91
The 164 is the Alfa we really like. One of the most beautiful big cars of recent times with real spirit and charm. Twin Spark good but V6 better								
Aston Martin								
Virage								
Virage 5.3	157	6.8	5.7	7.4	15/19	27.1	1948	15.8.90
One of the last great front-engined, rear-drive supercars. Handsome, rapid and old fashioned to precisely the right degree. Also hugely expensive								
Audi								
80								
2.0E	118	11.9	11.7	12.7	24/31	20.9	1265	1.1.92
2.8E quattro	133	8.3	8.7	9.9	20/25	22.7	1455	22.1.92
2.6E estate	125	8.6	9.3	9.7	21/25	22.0	1385	24.2.93
No great changes externally, but now close to being the definitive, classy, compact front-drive saloon, especially with refined V6s and quattro chassis. Saloon now has a decent sized boot, estate is very pretty if not hugely spacious								
100								
2.8E (A)	134	9.3	9.0	5.4	19/24	24.8	1504	15.5.91
2.8E quattro	135	9.0	9.2	10.0	23/24	22.2	1549	17.7.91
S4	147	6.4	6.8	6.5	21/26	23.9	1644	9.9.92
2.5 Tdi	121	12.3	12.2	20.2	32/37	33.2	1525	13.1.93
Refined, capable, thoroughly engineered, beautifully finished and, above all, safe, the new 100s are, however, curiously uninvolving to drive. Regard the functional S4 as massively fast and safe in all weathers rather than overtly sporty								
Coupe								
S2	148	5.9	6.6	7.4	18/24	24.7	1473	27.2.91
The S2 is having a hard time living in the shadow of the legendary Quattro 20v (see Past Masters) but, in truth, it's a stunningly impressive machine								
V8	153	7.7	6.6	3.9	18/23	26.6	1825	7.10.92
100-based V8 saloon is a better car the third time around but lacks the hush of the Lexus and the sporting character of rival BMWs. Rare and very expensive								
Bentley								
Turbo R (A)	143	6.5	6.1	3.7	13/15	30.0	2245	23.11.88
The world's fastest drawing room on wheels with truly breathtaking acceleration up to 100mph. Magnificent, cossetting and very, very British								
BMW								
3-series								
316i	120	11.2	11.2	14.2	27/33	20.5	1255	4.12.91
318i	122	10.2	10.2	12.1	27/31	20.5	1258	24.4.91
320i	132	9.1	9.0	12.4	23/27	20.6	1517	7.8.91
325i SE	141	7.3	6.9	9.7	26/27	22.5	1345	13.3.91
Points to how future BMWs will look. Terrific ability, with essentially safer handling balance than that of old 3-series								
3-series coupe								
318iS	132	9.3	9.3	11.4	29/36	20.6	1226	12.8.92
325i	144	7.2	6.9	9.6	25/34	22.5	1380	29.4.92
Great packaging with styling which look surprisingly similar to saloon. Snob value aside, the coupes go harder and handle in a tauter fashion								
5-series								
518i	119	11.5	11.6	15.6	24/32	20.9	1385	12.9.90
520-24v	128	9.6	9.4	14.3	22/26	21.4	1488	23.1.91
525i SE-24v	138	8.7	8.5	12.1	21/26	22.2	1533	31.10.90
525i SE Touring	132	9.2	9.2	14.2	21/26	22.9	1590	1.4.92
M5	158	6.0	5.1	8.2	16/23	23.3	1745	22.7.92
Pound for £, these are the world's best saloon cars. 518i is as slow as a cooking Sierra, the M5 (just up-rated to 340bhp) as fast as a Ferrari. The essence of the 5, however, is its completeness and innate desirability. Our pick: 525i 24v								
7-series								
730i SE (A)	131	10.5	9.0	5.5	20/25	27.7	1704	10.6.87
730i (V8) (A)	143	9.8	8.8	5.1	21/26	30.9	1736	20.1.93
740i (V8) (A)	146	7.9	6.4	3.7	19/24	32.0	1790	16.9.92
750i (A)	152	7.3	6.3	3.9	16/21	32.2	1846	27.12.89
7-series saloons somewhat eclipsed by Mercedes S-class and BMW's more recent efforts but still just about the most sporting big cars around, especially underrated V12-engined 750i. New V8s are great but 740i treads on 750i's toes								
8-series								
850i (A)	157	7.2	6.1	3.6	14/19	31.8	1878	9.1.91
850i	159	7.1	6.5	10.0	14/19	30.4	1885	18.9.91
Given the raw material, a disappointing flagship for BMW though six speed manual version is closer to greatness than four-speed auto. Pity there's no M8								
Caterham Cars								
HPC	126	5.2	4.6	5.6	17/-	20.2	627	22.8.90
K-Series	103	6.8	7.1	13.3	29/28	20.2	540	17.6.92
Two-litre HPC has the sort of go most supercars only dream about. Rover-engined K-Series is most rewarding handler								
Citroen								
AX								
10E	84	18.1	22.5	24.7	36/54	19.3	718	28.8.91
11TRX	95	13.5	14.7	17.5	38/54	20.3	740	13.11.91
14RD	91	16.2	19.4	19.1	54/59	20.3	740	14.6.89
14TRS	99	11.0	12.1	11.8	34/49	21.2	684	17.6.87
GTi	114	9.3	9.1	12.7	26/41	18.5	820	18.9.91
Better build quality has transformed Citroen's lightweight supermini. Good economy across the range and no AX feels slow on the road, least of all the 114mph GTi								
ZX								
Avantage	105	11.9	12.5	14.7	26/41	20.6	1009	12.6.91
Volcane 1.9i	124	9.1	8.8	9.3	25/33	19.9	1099	17.7.91
Aura	108	11.5	12.1	12.7	29/36	19.9	1044	11.9.91
Reflex 1.9D	97	14.7	17.6	20.0	39/47	23.0	1060	4.12.91
Aura TD	110	11.0	11.7	10.4	35/48	25.3	1140	05.8.92
Furio (3-dr)	112	10.7	11.1	12.3	27/37	21.9	1075	2.12.92
Escort-simple package with Citroen flair and commitment to driver enjoyment. Avantage makes better 'cooker' than Volcane fast hatch but all models have inspired chassis and feel unerringly right. Best hatches in their class.								
BX								



Audi 100 2.8E (A)
Built like a battleship and armed to the teeth with passive safety devices, the 100 is one of the safest, if not the most inspiring drives



Bentley Turbo R (A)
The first Bentley since the war truly to honour the man who's name it carries. As fast and desirable as it is expensive



Citroen AX 14RD
Always a good bet in diesel form, the AX has recently taken the overall fuel economy record with a remarkable return of 116 mpg

Road Test Results

	max speed	0-60	30-70	50-70	overall/touring	mpg/1000 rpm	weight kg	date tested
19GTR turbo	104	11.9	13.1	11.6	36/47	25.6	1064	29.6.88
19GTi	120	9.0	9.1	10.6	27/33	21.1	1027	13.8.86
The many charms of Citroen's stalwart middleweight are starting to wear a little thin, now, but the BX still has plenty to offer those who appreciate the advantages of Hydropneumatic suspension in a plain, practical wrapper								
XM								
2.0 SEi	120	11.2	12.6	14.8	25/30	20.9	1428	15.11.89
2.0 SD	116	12.4	13.7	12.8	32/39	27.1	1453	28.3.90
3.0 SEi (A)	134	9.5	8.3	4.9	18/21	25.1	1501	24.10.90
3.0 V6.24	143	7.5	7.2	10.8	20/22	22.9	1523	30.1.91
Turbo SD estate	111	13.1	13.9	12.9	32/39	27.1	1715	1.1.92
A great deal of technically advanced engineering for the money, but the XM's real-world strengths are distinctly patchy. Great performance from V6 24v but SEi auto is best all-rounder. Estate's loadspace is simply huge								
Daihatsu								
Mira								
Mira	82	21.1	27.9	38.4	41/50	18.4	683	3.2.92
Ultra-compact Japanese minicar is spacious, a doddle to park but very, very slow								
Charade								
CX TD	80	20.9	15.3	32.0	45/60	18.5	821	5.8.87
1.3CX	97	11.2	11.5	14.7	25/41	18.4	839	12.4.89
GTti	114	7.9	8.4	8.8	28/41	18.5	820	6.5.87
Competent, stylish supermini, super-quick GTti the only stand-out model								
Applause								
16XI	110	10.1	10.4	14.3	29/38	20.4	993	7.2.90
Neat, well-equipped and terminally dull								
Fourtrak/Sportrak								
Fourtrak DT EL	83	17.9	21.1	25.1	23/28	21.5	1658	18.11.87
Sporttrak EL	89	16.1	19.2	19.5	21/26	16.9	1264	29.3.89
Both are capable, if a little raucous off-roaders with much lifestyle appeal too								
Ferrari								
348 tb	163	5.6	5.0	7.6	18/21	23.3	1463	19.9.90
Mondial t	154	5.6	5.1	7.4	18/17	24.5	1548	9.1.91
512 TR	175	5.0	3.8	8.2	15/18	26.9	1603	1.7.92
Beautiful, charismatic and fast, the 348 evokes all the drama that the Mondial lacks but it's the 2+2 that handles more progressively. New 512TR is simply sensational, good enough to give £1/2m mega cars something to think about								
Fiat								
Panda								
Selecta	77	19.2	27.9	20.6	31/43	n/a	755	8.1.92
1000S	88	16.0	19.8	19.4	34/48	18.8	754	20.8.86
Practical, likeable small box on skinny wheels. Bags of functional chic but build is distinctly lightweight. Selecta makes sense as town car								
Uno								
60S	94	14.2	17.5	29.0	34/62	21.7	802	1.3.90
1.4ie S	102	12.3	13.2	14.9	32/35	20.0	860	24.7.91
Turbo ie	126	8.3	8.0	8.7	25/34	21.0	943	1.8.90
Hanging gamely on for 1994 replacement but still not much out-classes the Uno for packaging and brio. Turbo ie is a firecracker 1300 but lacks finesse								
Tipo								
1.4	99	13.1	14.2	21.2	34/40	20.6	995	13.7.88
1.9 turbo diesel	111	10.8	11.5	13.8	28/47	26.5	n/a	22.5.91
1.6 DGT SX	106	11.3	12.4	14.4	30/38	21.8	1049	11.1.89
1.8ie DGT SX	120	10.5	10.3	13.4	28/32	19.5	1189	25.9.91
2.0 16v	128	8.2	7.8	10.4	25/28	19.8	1220	20.11.91
Fine style and all-round ability, excellent space efficiency, well priced. Turbo diesel one of the fastest oil burners you can buy, 16v class-leading fast hatch								
Tempra								
1.6 SX	111	12.2	12.9	12.1	28/35	18.8	1158	29.8.90
1.8ie SX	122	10.6	10.6	12.6	24/32	19.4	1221	14.11.90
Tipo with a boot. Shares numerous dynamic virtues with the hatch but styling doesn't work as well and hasn't been so popular.								
Ford								
Fiesta								
1.4 Ghia	98	13.4	14.5	18.0	28/38	20.6	889	31.5.89
1.1LX	90	15.3	18.6	22.1	33/50	20.3	874	5.4.89
XR2i 16v (Zeta)	116	9.4	9.3	9.1	29/36	19.1	974	8.7.92
RS1800 (Zeta)	123	8.3	7.8	10.1	27/39	19.1	954	26.8.92
Deservedly popular, it's spacious and comfortable with a wide engine choice. Old Turbo very quick but harsh and is now replaced by the better 1.8 Zeta RS1800.								
Escort								
1.4LX	102	12.8	13.6	19.8	29/36	22.8	1008	3.10.90
1.6 Ghia estate	107	12.3	12.3	18.5	27/35	22.7	1114	3.4.91
1.6i Ghia	111	11.9	12.4	17.5	31/38	22.6	1140	21.10.92
XR3i (128bhp)	125	8.6	8.2	11.5	29/37	20.1	1120	18.3.92
XR3i (104bhp)	118	9.9	10.0	13.6	29/33	22.5	1130	2.12.92
RS2000	131	8.3	7.8	9.3	26/30	20.2	1124	23.10.91
1.6i cabriolet	116	10.2	10.0	16.3	28/33	22.7	1115	16.1.91
Orion 1.6i Ghia	119	10.0	10.0	15.1	29/33	22.8	1069	29.5.91
RS Cosworth	137	6.2	6.3	9.7	21/-	22.3	1275	13.5.92
Pre-Zeta smaller-engined models ordinary but RS2000 delivers performance and grip promise and XR3i gets more right than just the image. New Cosworth has brilliant handling but engine suffers turbo lag. Forthcoming small turbo should fix								
Sierra								
1.6L	101	13.1	14.5	18.4	33/38	23.7	1070	2.10.82
1.8 Ghia	102	12.2	14.1	17.4	26/36	24.4	1152	7.8.85
XR4x4	129	8.6	8.8	9.3	17/26	22.4	1208	25.1.89
With the notable exception of the 4x4 models, the Sierra is falling badly behind the competition, mostly in the areas of handling and refinement. Estate versions reliable, roomy workhorses with long loading bay for overall size								
Sierra Sapphire								
2.0 Ghia	115	9.6	9.6	12.0	26/34	21.9	1142	29.4.87
Sober, clean-cut looks wearing marginally better than blob-like hatch.								
Mondeo saloon								
2.0 Ghia	123	9.7	9.3	11.3	-/-	19.4	1290	27.1.93
Ford's new family car hero scarcely puts a foot wrong. A brilliant chassis, first class cabin and fine build quality means it replaces the Primera as the one to beat								
Granada								
2.0i Scorpio (A)	113	11.6	11.1	6.9	25/32	24.4	1373	18.7.90
2.9i Ghia saloon (A)	123	9.5	9.1	5.4	18/25	26.4	1339	28.2.90
Scorpio 24v (A)	136	8.5	7.3	4.4	21/23	25.5	1489	15.5.91
Scorpio Estate (A)	116	10.2	10.0	6.1	20/28	26.4	1472	22.7.92
One of the most comprehensive big car ranges around. All models are exceptionally spacious (especially the estate), and most very well equipped. Saloon totes gigantic boot. 24v has lusty performance and sharp chassis								
Honda								
Civic								
1.5 VEi	111	11.2	12.1	20.5	33/46	23.6	946	8.1.92
1.5 LSi	107	10.9	11.7	16.4	29/37	20.6	979	8.1.92
1.6 ESi	122	8.6	8.5	12.5	36/60	20.0	1000	22.4.92
1.6 VTi (3dr)	132	7.3	7.0	9.8	27/36	18.0	1080	20.11.91
CRX VTi	132	8.0	7.6	10.0	25/32	17.9	1140	10.6.92
Civic is cutting-edge small hatch espousing Honda's 'design for now' philosophy. Largely useless two-piece tailgate arrangement compounded by lack of storage space but otherwise slick. High-revving V-TEC models are extraordinary								
Concerto								
Concerto 1.5i	103	11.8	12.1	16.5	27/34	19.4	1064	21.8.91
Concerto 1.6i-16	120	9.3	9.4	12.9	26/32	18.1	1138	3.1.90
Rover 200/400 without the classy bits								
Accord								
2.0 EXi	123	9.9	9.3	13.8	26/30	22.7	1268	31.1.90
Handsome, svelte and easy-to-drive Accord is ultimately slightly sterile								
Prelude								
2.3i	133	8.1	7.5	9.2	23/31	20.5	1290	25.3.92
2.2i V-TEC	139	7.5	6.4	8.6	25/34	18.0	1410	27.1.93
New Prelude goes and handles as well as it looks; shame about the interior though. V-TEC car has the best production 4 cylinder engine and track car chassis								
Legend								
saloon(A)	141	8.2	7.0	4.1	19/25	25.6	1610	19.6.91
coupe(A)	141	8.1	6.8	4.0	-/25	25.6	1560	5.2.92
Bigger body and 3.2-litre V6 makes Legend much less the Rover 800 clone it once was. Coupe looks like a million dollars and has a peach of an engine								
NSX								
NSX	159	5.8	4.9	8.4	20/-	23.0	1339	19.12.90
NSX (A)	155	6.8	5.7	3.5	18/24	22.8	1369	11.9.91
As far as we're concerned, the NSX is the best-handling and most accomplished sports car in the world—a genuine marvel								
Hyundai								
Pony X2 1.5GSi	97	13.7	14.9	16.6	23/33	21.0	1012	16.1.91
Scoupe GSi	104	12.5	13.6	14.6	31/32	19.4	978	26.9.90
Scoupe MVTi	120	9.1	8.7	9.4	29/43	20.5	1013	17.2.93
Lantra 1.6 CDi	110	10.9	11.1	15.3	27/32	18.9	1110	3.7.91
Pony and Lantra mix visual appeal with generous equipment levels and a keen price. Scoupe MVTi is the standout model but don't expect miracles on the road								
Sonata								
2.0i GLS	107	11.7	12.1	13.1	23/33	22.3	1221	7.6.89
2.4i GLS (A)	112	12.3	12.7	9.5	23/27	26.1	1300	19.1.90
Remarkably glamorous-looking latter-day Ford Cortina alternative. Scores well if what you're after is metal, equipment and mechanical simplicity.								
Isuzu								
Trooper								
3.2 V6 Duty LWB	106	10.9	11.6	20.2	17/22	24.5	1950	7.10.92
Visually similar but larger and transformed beneath the skin, the new Trooper is able beyond its modest price. Discovery and Shogun watch out								
Kia								
Pride 1.3 LX	92	12.8	14.3	21.6	33/42	23.6	810	10.7.91
Old-style Mazda 121 with new badges and whitewall tyres. Doesn't excel at anything but reasonable performance and looks better value at Kia's price								
Jaguar								
XJ6								
3.2	135	8.3	7.9	12.9	20/24	26.6	1666	19.9.90
4.0 (A)	139	8.3	7.3	4.4	18/24	29.2	1748	13.9.89
XJR 4.0 (A)	142	8.3	7.2	4.2	17/22	29.0	1612	21.3.90
XJ12	138	9.4	8.0	4.5	15/17	26.9	n/a	31.7.91
Sovereign 4.0 (A)	141	8.2	7.2	4.2	20/28	28.3	1810	28.10.92
Elegant, refined big saloons with fluid handling and magnificent ride. 3.2 offers best value but Series 3 V12, while still beautiful to look at, is a fading force								
XJS								
4.0 (A)	136	8.7	7.7	4.5	19/25	29.1	1612	4.9.91
V12 convertible	144	8.0	7.1	5.1	14/20	26.2	1893	27.4.88
XJR-S	155	6.3	5.6	3.2	15/17	26.1	1798	12.2.92
Recent facelift keeps old-timer active for a few more years yet but performance from catalyst-equipped four-litre is disappointing. Six-litre XJR-S, on the other hand, is a stormer, quite capable of blowing away all opposition								
Jeep								
Cherokee 4.0 Ltd	107	9.5	8.8	5.3	18/20	29.8	1682	6.1.93
Stateside invader that's cheap, well equipped and fast but performs better on road than off it. Interior looks cheap and is rather cramped								
Lada								
1300	84	16.9	20.3	20.3	26/31	14.9	966	14.1.84
1500 estate	80	16.4	18.9	28.3	30/33	20.0	1060	2.7.86
Samara 1300SL	93	13.4	15.6	27.5	33/38	21.0	931	28.11.90
Samara has rough and ready mechanicals wrapped in smart, inoffensive body. Riva and Niva are merely rough and ready								
Lancia								
Delta HF Integrale	134	6.0	6.0	8.0	20/24	22.8	1350	13.5.92
The rally-bred cult car continues to get better, this year's HF version improving on '89 model's blistering performance and handling. Questionable durability, lhd only and awful instruments but one of the truly great driver's cars								
Dedra								
1.8i SE	117	11.5	11.7	14.6	25/33	19.4	1238	4.4.90
2.0iE	125	10.0	9.9	12.1	24/32	21.9	1257	27.6.90
2000 turbo	132	7.4	7.0	6.2	22/28	22.5	1330	5.6.91
Lancia seems intent on handicapping itself by souring its potentially promising version of Fiat's Tipo with a downbeat name and odd (almost jokey) styling. Accept that, and the Dedra's OK, especially the 2.0ie								
Thema								
2.0ie 16v	124	8.8	8.7	12.9	24/32	21.8	1300	6.9.89
16v SE turbo	142	6.8	6.2	7.0	21/30	24.7	1373	25.10.89
A strikingly up-tempo big car that was never taken as seriously as it should have been. All models plush, comfortable and generously equipped								
Land Rover								
90 County V8	84	13.6	16.2	22.3	12/16	21.1	1670	22.2.89
110 County V8	87	15.1	18.3	28.4	13/16	23.0	1997	9.12.87
Low-tune Rover V8 power makes Land Rover's oldies just about unbeatable off road. Short-wheelbase 90 is virtually unstoppable								
Discovery								
Tdi	87	19.2	23.8	24.8	25/32	25.1	2008	6.2.91
V8i 5dr	105	11.7	12.4	16.7	16/18	25.1	1883	17.10.90
Designed to meet and beat the Japanese challenge in the 'leisure vehicle' market, Discovery combines the outstanding off-road ability of the Range Rover with a spacious, practical and very versatile body at a competitive price								
Range Rover								
Vogue TD	92	16.5	19.8	18.7	21/27	25.2	2013	31.8.88
Vogue SE (A)	107	10.8	11.2	7.0	14/19	26.9	2010	12.2.92
LSE	110	10.8	10.6	6.4	17/19	26.9	2079	14.10.92
The seminal dual-purpose vehicle. Virtually unmatched off-road ability with more on road luxury than many executive saloons. A great British success story. LSE is near £40,000 flagship with extended wheelbase, 4.2-litre V8 and air suspension								
Lexus								
LS400	147	8.3	7.1	4.1	20/24	27.1	1763	6.6.90
This car gave the established European luxury marques a big fright. Astonishing drivetrain smoothness and German-bashing build quality. Lack of prestige track record can only be a problem for so long. This car's headed for greatness								
Light Car Company								
Rocket	131	5.0	3.9	6.8	33/-	14.3	400	6.5.92
Utterly uncompromising, blindingly fast, awesomely balanced...the superlatives you can fire at the Rocket flow free and fast. There's simply nothing like it								
Lotus								
Esprit								
SE	159	4.7	4.6	6.5	18/24	23.1	1305	7.10.92
Britain's bargain senior league supercar. SE, newly facelifted with rear wing and more comfortable cabin, can trade punches with big gun Ferraris and Porsches.								
Marcos								
Mantula	137	5.4	5.5	7.4	23/—	27.7	942	18.3.87
Dismissed by some for being impossibly '60s and ungainly, the Rover V8-engined Mantula packs a serious punch and handles heroically. Not for the limp of wrist								
Mazda								
121 GSX (A)	90	15.3	18.8	12.8	31/41	24.7	846	27.2.91
Mazda providing new solutions to old questions. 121 is a town car that looks like a bowler hat on wheels. Not as amusing to drive as it is to look at								
323								
1.8GTi Fastback	125	8.6	8.5	10.7	29/46	19.3	1078	18.10.89
1.8GT	120	7.8	7.6	9.6	28/30	19.3	1039	27.3.91
Not the cars that immediately spring to mind when you think about fast hatchbacks but both carry convincing credentials, especially the GT								
626								
2.0i GT estate	122	8.6	8.4	—	—/30	21.3	1293	1.3.89
2.0i	119	9.5	9.4	12.0	29/39	23.5	1215	8.4.92
Mazda's Sierra/Cavalier rival has always been worthy rather than wonderful. New 2.0i is fresh-faced, but disappoints with soggy ride and mediocre engine								
Xedos 6								
Xedos 6 SE	132	8.2	8.3	11.8	26/30	21.1	1218	10.6.92
Very distinctive and hugely refined, Xedos needs sharper handling for stardom								
MX-3								
V6	124	8.9	8.9	10.1	25/30	18.8	1111	21.8.91
1.6i (A)	101	13.4	14.3	9.1	28/33	25.2	1090	15.1.92



Ford Escort RS Cosworth
Otherworld looks, active aerodynamics and big punch from 2-litre 16v Cosworth Engine. Yours for £24,810 (if you can get it insured)



Honda Accord 2.0EXi
This is the old car, memorable for its refinement and ease of driving. Let's hope the new Swindon-built Accord is more involving



Mazda 323 1.8 GT
Often overlooked as a first choice hot hatchback, this Mazda has a strong and powerful (131bhp) engine and a fine chassis

	max speed	0-60	30-70	50-70	overall/touring	mph/1000rpm	weight kg	date tested
The coupe that takes niche marketing to new heights. Highly individual styling and the world's smallest V6 make an interesting package; a 1.6 four-cylinder engine and automatic transmission don't.								
MX-5								
1.6	114	9.1	9.5	13.9	24/34	18.8	949	14.3.90
1.6 BBR Turbo	122	7.8	7.7	8.2	24/–	18.8	989	2.1.91
Terrific, old-Lotus Elan evoking style and spirit, wonderfully intimate and communicative controls and delectably delicate and well balanced handling make the MX-5 very special indeed. Extra (turbo) power available after market								
MX-6								
2.5	134	7.5	7.4	8.5	24/27	21.0	1250	25.3.92
First foray into the family-sized coupe market is a definite success. Refined but lusty V6 engine, roomy if not Calibra-sized interior, good grip, unusual looks								
RX-7								
RX-7	156	6.0	5.8	7.9	16/21	24.9	1310	8.7.92
The mercurial new RX-7 doesn't quite live up to the hype and, for UK, is loaded down with creature comforts. A sexier looking and more focused sports car, however, we have yet to drive. Super-smooth rotary engine, amazing handling								
Mercedes-Benz								
190E								
1.8 (A)	118	12.3	12.0	7.7	26/31	20.4	1223	5.12.90
2.6 (A)	130	8.3	7.8	5.9	21/28	23.2	1258	22.4.87
2.5-16	142	7.2	6.6	10.4	22/29	22.5	1360	4.1.89
Not exactly a Merc for the masses, but the 190 does prove that the world's best build quality doesn't have to cost an arm and a leg, even if it doesn't come with much equipment as standard. Smooth and refined with superb handling.								
W124								
200E (A)	120	12.3	12.2	7.7	23/30	20.8	1341	26.4.89
280E (A) (new 24v)	138	8.1	7.7	4.6	22/29	23.6	1471	9.12.92
300D (A)	113	15.5	15.9	9.9	29/35	25.0	1493	23.5.90
300E-24	146	7.8	6.2	4.1	18/24	21.9	1540	10.1.90
300E 4Matic	134	8.3	7.9	6.0	17/27	23.5	1561	30.3.88
300CE	139	7.5	6.0	–	21/29	23.3	1421	16.12.87
300TE (A)	125	8.7	8.4	6.0	21/25	23.4	1553	17.9.86
500E	156	6.3	5.4	3.1	16/19	26.4	1730	21.8.91
Mide-sized Mercedes saloon runs BMW"s 5-series very close for world's best executive saloon honours failing, ultimately, to provide that final edge of driving satisfaction. Owning one, however, is a pleasureand the new multi-valve engines bring improved flexibility and better performance with fuel economy								
S-class								
600SEL	159	6.7	5.4	3.2	16/17	29.5	2300	31.7.91
500SE	155	6.8	5.7	3.4	–/–	27.7	2002	24.2.93
400SE (A)	144	8.4	7.2	4.2	15/20	27.7	2120	11.12.91
With 6-litre V12 doing the talking, it's almost impossible to argue against the new S-class being the best saloon car in the world. V8-engine 400SE nearly as good								
SL								
300SL-24 (A)	134	8.6	8.0	4.9	19/23	28.9	1793	10.10.90
500SL (A)	157	5.9	5.2	2.8	16/21	28.3	1890	20.12.89
600SL (A)	159	6.0	4.9	2.9	16/24	28.3	1980	30.9.92
Not so much a sports car as a roof-less GT, the SL doesn't compromise creature comforts for a taste of alfresco air conditioning. Close to flawless								
G-Wagen								
300GD LWB	84	25.4	33.9	42.5	17/20	20.5	2291	6.2.91
Price and desperate performance prevent it being creditable Discovery rival								
Mitsubishi								
Colt								
1600 GLXi	112	9.6	9.4	26.0	31/38	19.6	1030	27.5.92
1800 GTi-16v	128	8.4	7.6	10.42	9//40	19.9	1071	15.4.92
Attractive new Colts look fine value for money. Purposeful GTi lacks really potent performance and could do with more grip but it's still a fine blend								
Lancer								
Liftback 1.8 4wd	103	11.7	13.3	14.6	25/28	19.8	1210	29.11.89
1.8 GTi-16v	120	8.5	8.1	10.5	23/32	19.2	1163	9.5.90
As above but with marginally more technical interest								
Galant								
2000GLSi	109	10.9	11.3	18.6	21/36	21.6	1192	1.6.88
GTi 16v	121	8.7	8.5	10.6	24/33	19.8	1232	13.7.88
4wd 4ws	118	9.4	9.7	12.9	21/28	19.4	2976	24.5.89
2000 GLSi coupe	112	10.4	10.7	13.1	23/34	23.4	1246	11.4.90
Galant tries hard without seeming to get very far. The 4wd, four-wheel steer model, for instance, is competent but, somehow, you expect more.								
Sigma								
Sigma (A)	128	9.3	8.1	4.7	18/24	24.6	1626	10.4.91
One of the world's most technically advanced cars, but you'd never guess								
Shogun								
V6 lwb	104	13.1	14.2	15.0	16/19	20.9	2055	26.6.91
Shoguns are stylish and talented and have given Land Rover plenty to think about.								
Space Wagon								
2.0 GLXi	112	9.3	8.9	11.5	27/33	21.4	1360	10.2.93
More car-like than Espace but not as spacious. Terrific value even so								
Space Runner								
1800-16v GLXI	113	10.6	10.4	15.9	27/32	20.3	1260	11.12.91
Peppy, stylish alternative estate but no MPV								
3000 GT								



Mercedes 500SE
With the 5-litre V8 engine doing the talking, this the pick of the new S-class models, V12 600 included. More machine tool than car

	max speed	0-60	30-70	50-70	overall/touring	mph/1000rpm	weight kg	date tested
3000 GT	153	5.8	5.5	10.2	17/25	28.5	1810	12.8.92
Techno-flash all-drive would-be supercar with 'active aerodynamics'. No 959								
Morgan								
Plus 4	109	7.7	7.8	12.2		-/- 24.4	926	25.5.88
Plus 8	121	6.1	6.1	6.3	20/-	27.6	935	15.5.91
If it wasn't for Peter Morgan, they wouldn't make them like this anymore. To be honest, we wouldn't miss the Plus 4 but the Plus 8 is a major piece of machinery								
MVS								
260 coupe	-	5.2	5.0	5.8	18/31	27.3	1300	7.10.92
Lightning fast and plushly appointed French Lotus Esprit rival with Renault engine								
Nissan								
Micra 1.0LX 3dr	92	15.0	17.4	23.3	38/50	18.2	840	9.12.92
1.3 CVT 5dr	99	12.7	13.2	9.3	34/38	–	850	3.3.93
Europe's brand new Car of the Year is our favourite supermini, too. Advanced, refined 16v engine, top drawer build quality and cute looks see to that								
Sunny								
1.6GS 5dr	112	10.5	10.6	12.5	32/38	23.6	1060	6.3.91
1.6 100NX coupe	114	10.1	10.5	12.5	27/38	21.1	1030	24.4.91
1.6 LX Estate	106	11.2	11.8	14.8	31/43	23.7	1036	15.7.92
GTi-R	134	6.1	6.1	8.8	21/24	20.9	1250	13.5.92
GTi	131	7.5	7.2	9.7	27/30	19.8	1111	19.2.92
The Sunny range would be pretty unremarkable but for the fact that it embraces both the totally innocuous 1.6GS and the outrageous, fire-breathing and Integrale-challenging GTi-R. The 100NX coupe is a dud. New GTi is a fine blend								
Primera								
1.6LS	111	11.5	11.9	15.8	29/37	22.7	1137	19.9.90
2.0 SLX	121	9.4	9.3	12.3	29/37	21.3	1181	25.11.92
2.0GSX	121	8.9	8.8	11.6	26/28	22.6	1225	17.4.91
2.0E ZX	130	8.7	8.5	11.7	27/32	21.1	1268	24.10.90
Not so much a British built Japanese equivalent to the Cavalier as a better made Peugeot 405. The Primera is that good								
200 SX								
200 SX	140	6.8	6.5	7.3	20/28	21.4	1248	4.3.92
Since it appeared, the 200 SX has been Britain's fastest sub £17,000 car								
300ZX								
300ZX	155	5.6	5.3	7.8	17/23	25.7	1578	16.5.90
Proof that Nissan has its heart in the right place. 300 ZX Japan's best GT								
Serena								
2.0 SGX	106	11.3	12.0	17.8	22/30	20.2	1560	10.2.93
Rear-drive MPV that's tall in stance with a unique and appealing passenger space								
Peugeot								
106								
XR	96	13.8	14.2	16.9	32/48	20.2	790	16.10.91
XT (non cat 75bhp)	109	11.0	12.2	16.0	33/40	21.3	818	4.3.92
XSi	117	9.7	9.1	11.1	27/36	17.7	894	18.12.91
XRD	89	17.9	20.7	31.9	47/60	22.6	842	20.1.93
The 205 re-invented in a smaller body. Beats bigger brother in nearly all areas but space and there it's not far off. XSi is a junior fast hatch gem, XT great, too								
205								
GL	97	13.3	15.5	18.0	39/48	21.0	782	16.8.89
XS	106	9.4	9.4	8.9	33/40	17.5	815	6.7.88
D Turbo	103	12.3	13.4	11.5	34/46	24.3	950	10.4.91
GTi 1.6	122	8.7	8.2	10.0	30/37	18.7	885	3.9.86
GTi 1.9	120	7.8	7.9	8.7	28/36	20.8	909	21.1.87
CTi	116	8.9	8.8	10.6	31/36	18.7	937	3.9.86
Probably the best car of the '80s and still going strong. Not many family hatches have this sort of staying power: a testimony to the design's original 'rightness'								
309								
GLD	99	14.8	16.6	16.3	40/48	22.1	939	25.11.87
GRTD turbo	104	12.8	14.2	11.7	31/45	24.3	n/a	22.5.91
GTi	119	8.7	8.8	10.2	28/35	20.9	987	10.6.87
Not ageing as gracefully as 205 but still a remarkably sensible and effective family car. GTi looks a little slow against most recent competition but few corner as well. Both 205 and 309 will be replaced by forthcoming 306								
405								
1.6GL	108	10.9	11.3	14.8	28/39	21.2	1028	27.1.88
1.8i GR	115	10.6	11.4	15.6	30/37	24.0	1109	25.11.92
SRi	116	10.3	10.0	12.9	24/34	22.0	1040	16.3.88
1.9GR estate	114	9.7	10.2	11.7	26/34	22.0	1066	9.11.88
GRD	99	15.4	18.1	17.0	38/47	22.2	1127	1.6.88
GTD turbo	108	12.2	13.5	11.5	31/46	25.3	1129	7.9.88
Mi16	132	8.0	7.6	11.8	27/32	19.9	1148	29.6.88
Mi16x4	127	9.5	10.0	13.8	26/29	19.1	1290	13.12.89
A better car than either the Sierra or the Cavalier, especially after some major improvements to build quality and boot size. SRi offers a well judged blend of performance and features at a competitive price. Diesels consistently sell well								
605								
SRi	121	11.8	11.9	16.9	25/28	22.2	1395	15.8.90
SV (A)	131	10.6	9.6	5.9	20/24	25.1	1538	5.12.90
SRdit	114	12.8	13.6	11.3	33/41	27.4	1491	20.2.91
SVE 24	142	7.9	8.1	10.7	20/22	23.1	1585	29.5.91
Good looking bigcar that hasn't really caught on in UK. Prestige considerations apart, SVE 24 offers serious competition for BMW, Mercedes and Jaguar								
Porsche								
968								
968	153	6.1	5.9	8.9	24/24	24.6	1420	27.5.92



Mitsubishi Spacewagon 2.0 GLXi
Recent victor in a head to head with the Nissan Serena, we gave the nod to the Spacewagon for its value and practicality

	max speed	0-60	30-70	50-70	overall/touring	mph/1000rpm	weight kg	date tested
968 Tiptronic Cab	145	8.3	7.1	4.2	23/24	24.4*	1472	24.6.92
968 Club Sport	150	6.1	5.6	8.8	-/-	24.6	1335	27.1.93
An evolved 944 rather than a new car, best points are fabulous handling and, for a Porsche, impressive value. New styling questionable, no faster than old 944S2								
911								
Carrera 2	158	5.1	4.6	7.4	20/25	24.2	1378	6.12.89
Carrera 4	156	5.2	5.1	8.2	-/-	24.2	n/a	6.12.89
Carrera RS lwt	161	4.9	4.3	7.0	19/-	24.2	1195	16.10.91
Cabriolet Tiptronic	157	6.2	4.9	8.0	17/26	26.8	1353	23.5.90
Turbo	167	4.7	4.0	9.0	15/21	27.8	1460	1.5.91
Just take a look at the 30-70mph times. These are all extremely rapid cars. RS rides too hard for the road but the choice between the others is hard: Carrera 2 is sensible, Cabrio Tiptronic delightful and Turbo sensational								
928								
S4 SE	160	5.5	4.7	6.3	19/19	26.1	1578	7.9.88
GT	165	5.6	4.9	6.5	14/19	26.1	1564	9.1.91
GTS	168	5.4	4.9	5.9	15/20	26.5	1600	23.9.92
Reaching the end of the road, the last 928 looks destined to be the best								
Proton								
Aeroback 1.5SE	98	12.4	13.6	19.1	28/32	20.9	989	6.2.91
Another cheap and trying to be cheerful family hatch from East of Ipswich. Easy to drive and very well equipped								
Reliant								
Scimitar SST								
1400	100	12.0	12.9	19.4	28/30	20.4	n/a	30.5.90
1800Ti	129	7.0	6.4	6.9	22/31	20.7	928	30.5.90
It wouldn't be too terrible if the SST is what we have to remember the company by. Well, the 1400 would be but the Nissan-turbo engined 1800Ti was rapid and fun.								
Renault								
5								
Campus	90	16.3	19.7	29.4	41/52	18.3	749	5.10.88
Renault prolongs the life of the Five. The Campus is basic but charming								
Clio								
1.2RN	99	14.0	15.0	18.9	37/44	18.8	847	7.8.91
1.4RT	106	12.0	10.8	19.3	38/42	22.0	885	20.3.91
16v	127	7.4	7.1	9.7	26/37	19.4	1019	26.8.92
1.9 RL diesel	97	13.9	15.1	17.0	36/49	24.0	930	12.2.92
The Clio entered its class with the look of a winner and has proceeded to prove its mettle. Diesel version is likeable and peppy, 16v a real fast-hatch star								
19								
TSE	106	12.8	14.5	16.8	35/41	19.9	985	15.3.89
TXE	110	11.7	11.2	14.2	26/35	21.3	1040	2.8.89
TXE saloon	110	11.4	11.5	16.6	31/41	21.3	1019	6.12.89
16v	128	9.5	8.9	14.0	28/34	20.3	1129	30.1.91
16v cabriolet	128	8.8	8.7	12.8	25/31	20.3	1180	29.1.92
D Prima	97	16.0	18.6	20.8	36/44	22.6	1035	4.12.91
Recipient of an over-fussy facelift but there's nothing wrong with the way the R19 drives and the Karmann built 16v cabriolet's looks can't be polluted anyway								
21								
GTS hatchback	111	11.6	12.0	16.1	28/36	23.2	1083	6.9.89
TXi	125	9.8	9.8	13.8	25/29	21.1	1238	27.12.89
Turbo	137	7.9	7.1	6.8	18/32	23.9	1224	18.5.88
Turbo Quadra	138	7.8	7.8	7.6	22/28	23.9	1433	22.8.90
Savanna GTX	119	9.8	9.8	11.8	28/34	22.8	1139	3.12.86
Stalwart of Renault's range finding it increasingly hard to conceal its age. Never been short of ability, though, and Turbo versions are rewarding to drive								
Safrane								
V6	129	9.9	9.3	5.4	23/26	27.3	1580	11.11.92
Good-looking replacement Safrane comes to the 25's rescue boasting improved build quality and substantially improved refinement but we expected it to be better								
GTA/A610								
V6	139	7.5	7.8	8.8	19/29	24.4	1149	15.6.88
V6 Turbo	149	6.3	6.8	7.4	20/31	26.4	1187	23.7.86
Le Mans	146	6.8	7.1	8.3	20/31	26.5	1222	5.9.90
A610	159	5.8	6.1	6.8	21/24	27.3	1380	29.4.92
Why the GTA hasn't been a success in Britain is a mystery. But new A610 is better built, supercar fast and well priced, but it's more GT than sportscar								
Espace								
V6	116	9.4	9.2	10.3	20/22	22.6	1469	10.7.91
RXE 2.0	103	12.9	13.6	16.6	26/27	21.2	1379	6.11.91
Not the first MPV but undoubtedly one of the very best. Ground-breaking shape and versatility, drives like a car not a van. V6 is very desirable								
Rolls-Royce								
Corniche (A)	126	9.7	9.4	5.7	12/16	26.3	2297	2.1.82
Silver Spirit II (A)	126	10.4	10.2	6.3	14/14	30.0	2285	21.11.90
Corniche is a truly graceful car, Silver Spirit has tremendous presence. Built with the finest materials by people who care and bought by people who understand								
Rover								
Mini								
Mayfair	78	22.0	35.1	–	38/48	18.6	679	23.8.89
Cooper S	97	11.0	11.8	12.7	26/-	18.6	706	8.5.91
Cooper 1.3i	90	13.2	15.5	16.7	30/29	n/a	n/a	11.3.92
Voted by a team of luminaries and our readers as 'the greatest car of all time'. There's nothing more to say save it's now available fuel-injected with a cat								
Metro								
1.1S	93	13.7	14.7	17.7	31/46	19.9	860	2.5.90



Peugeot 106 XSi
Wonderfully proportioned supermini that's a hoot to hack along 'A' roads but a real pain on the motorway thanks to a boomy engine

Road Test Results

	max speed	0-60	30-70	50-70	overall/touring	mpg/1000 rpm	weight kg	date tested
1.3 (A)	89	19.4	21.5	15.8	28/38	18.7	811	15.8.81
1.4 SL	104	12.0	12.5	14.0	34/43	19.9	850	4.7.90
GTi 16v (MPi)	115	9.6	9.4	11.3	31/39	18.9	885	18.12.91
1.4SD	86	19.4	24.2	25.3	47/52	18.8	875	3.6.92
1.4 L CVT	100	11.6	12.2	7.9	34/38	52.4	833	3.393

Until the Peugeot 106, the new Metro was the best small car in the world. An amazing achievement considering that the original Metro started as anything but

Maestro

MG EFi	114	8.4	8.4	9.1	33/34	21.9	975	19.12.84

The Maestro soldiers on. Enough said.

Montego

1.6L	103	11.5	12.2	23.1	29/39	22.3	1232	24.6.87
2.0DSL turbo	101	13.2	14.9	25.7	40/56	28.5	1099	25.1.89
2.0Si	117	9.5	9.6	18.1	29/35	26.4	1061	7.10.87

Underrated from Day One, the Montego continues to turn in solid, no nonsense performance. Handling good, cabin comfortable and well trimmed

200

214S	99	13.3	14.5	15.7	30/42	19.6	1025	23.1.90
214GSi	106	11.7	12.5	17.4	29/38	19.8	1099	1.11.89
216GSi	116	10.9	11.0	13.5	26/33	19.4	1158	7.3.90
216GTi	123	8.8	8.4	11.0	24/32	18.4	1148	12.12.90
220GTi	124	8.8	8.7	10.2	27/32	20.7	1170	4.9.91
218SD	94	16.9	19.8	19.4	32/49	22.8	1199	22.5.91
220i Turbo coupe	149	6.3	5.4	7.1	24/35	24.3	1199	21.10.92
216 coupe	122	9.1	9.2	12.4	31/40	19.2	1080	18.11.92

The cars that consolidated the Rover revival. Honda know-how meets British good taste and, with the 1.4-litre K-series, a very respectable, all-Brit powerplant. Great value 220 Turbo coupe tops the range with genuine 150mph performance

400

414Si	104	11.5	12.2	17.1	33/39	19.8	1044	18.7.90
416SLi	112	9.7	10.0	10.6	26/43	19.4	1105	16.12.92
416 GSi	118	9.5	9.5	12.9	27/33	19.4	1109	14.11.90
416 GTi	120	10.0	9.7	12.8	25/32	18.2	1129	4.4.90
418 GSD	107	11.5	12.7	14.8	33/41	26.0	1170	25.3.92

Four door version of 200. 416 GSi doesn't quite bash BMW 316i but easily sees off Ford Orion Ghia. Peugeot powered oil-burner is refined

800

820i	125	9.2	9.2	11.0	27/32	22.5	1355	13.11.91
Sterling	131	9.4	8.9	5.4	19/26	21.3	1445	11.3.92
Vitesse fastback	138	7.8	7.5	10.0	25/27	22.5	1425	20.5.92
825td	116	11.7	12.3	12.0	36/41	28.8	1453	2.1.91
Coupe	131	9.9	9.4	5.7	21/29	21.3	1480	29.7.92

New 800 range seeks to ameliorate the rather anodyne styling of its predecessor with a dinky radiator grille and more rounded styling. It works, too.

Saab

900

Turbo 16 Cabrio	126	7.5	7.4	8.7	23/30	24.4	1285	21.10.87
Carlsson	131	8.8	8.4	9.1	24/27	24.5	1377	2.5.90

For a car in the twilight of its career, the 900 drives remarkably well. A rather narrow, upright car for the streamlined '90s but that's all part of its appeal

9000

CDi	122	9.3	9.2	13.3	25/28	23.0	1333	4.1.89
CDS 2.3	126	9.3	9.1	11.7	22/28	22.8	1388	10.1.90
Turbo 2.3 TCS	140	6.5	7.5	5.6	20/27	24.0	1383	31.10.90
2.3CS Turbo S	137	8.0	7.3	6.2	22/28	21.6	1420	30.10.91
2.3CS	127	9.5	9.1	11.0	24/28	23.1	1390	29.1.92

9000 has benefitted tremendously from the 2.3 engine, both normally aspirated and turbo. Torquey even without blower, flexibility becomes awesome with it although without traction control, the front wheels battle to get it all down

Seat

Marbella 900GL	81	18.7	27.2	33.6	35/44	18.0	711	20.7.88

Seat's interpretation of an early Fiat Panda. Fancy seats but feeble performance

Ibiza

1.2GLX	93	15.0	17.3	27.9	28/39	19.5	915	26.6.91

Ibiza has improved much over the years, especially now that Seat is part of VW. Unfortunately Giugiaro styling and Porsche Design engine are hype

Toledo

GTi	123	10.6	10.2	14.2	32/32	22.2	1155	2.10.91
1.9 CL D	101	15.6	17.7	17.5	38/47	24.1	1058	22.1.92

Seat's answer to the Sierra - with quite a lot of help from VW. Not a bad effort but no one would mistake it for the German product

Skoda

Favorit 136LX	92	14.3	15.7	28.9	32/41	23.0	938	28.11.90

The Favorit is the modern, front-drive Skoda that buried the jokes about the old, rear-drive Rapid. Trouble is, we prefer the Rapid

Subaru

Legacy

2.2 GX 4WD	116	10.8	11.0	13.3	25/26	20.7	1280	21.2.90
4 Cam Turbo estate	133	7.0	7.4	12.9	22/27	23.4	1415	20.11.91
4 Cam Turbo saloon	136	6.9	7.4	11.5	20/27	23.4	1390	19.2.92

The Legacy is beginning to look like a potent force for Subaru. 4 Cam Turbo Estate and Saloon pack an almost unreasonable punch for such modestly-priced and soberly-styled machines

SVX

SVX	144	8.7	7.9	4.8	21/23	28.0	1614	05.8.92

Swift and surefooted, the 4wd SVX is as refined as an XJ-S and sportier, too

	max speed	0-60	30-70	50-70	overall/touring	mpg/1000 rpm	weight kg	date tested
Vivio								
GLi 4WD	82	17.9	22.1	32.1	37/46	13.3	740	3.2.93

Cheap and cheerful 4wd minicar is noisy, slow, spacious and best kept in town

Suzuki

Swift 1.3GLX	100	11.6	12.9	22.6	36/50	23.3	747	2.8.89
Swift 1.3 GTi	114	8.7	8.6	10.8	29/44	17.9	810	1.3.89
Swift 1.6 GLX 4wd	104	9.5	10.0	14.3	34/42	21.4	933	28.3.90
SJ 413V JX	74	19.4	32.8	26.0	25/33	17.7	843	25.11.87
Vitara JLX	87	14.5	18.6	15.7	24/28	17.8	1020	29.3.89

It's in the sub-1.6-litre sector that Suzuki has made its mark, with zippy hatches (Swift 1.3 GTi) and small, off-roaders (Vitara JLX). We find both appealing

Toyota

Starlet

1.0GL	87	14.7	17.0	30.1	38/47	19.5	779	13.6.90

Inoffensive but expensive Japanese supermini losing ground on the opposition

Corolla

1.3 GLi 3dr	106	11.8	12.3	16.3	34/43	20.0	1015	2.9.92
1.6 Exec Liftback	117	9.8	9.7	12.3	31/32	20.1	1078	30.9.92

One of the world's least adventurous ranges of cars continues be among the best sellers. Accomplished in most things but brilliant in none

Carina E

GLi 1.6	117	10.7	10.7	15.8	33/39	21.9	1015	17.6.92

Bland to look at and uninspiring to drive the new Carina for Europe is nevertheless the most spacious in its class and has a fine ride and good economy too

Camry

2.2GL	125	9.7	9.4	11.0	24/31	23.3	1320	13.11.91
V6 GXi (A)	131	9.2	8.8	5.2	24/26	25.5	1505	19.8.92

New Camry has almost Lexus standards of refinement at low to moderate speeds and a supple chassis with good grip. Bland styling and cabin are less successful

Supra

3.0i	135	7.7	8.1	10.4	19/27	23.9	1547	10.7.86
3.0i Turbo	144	6.9	6.6	8.3	19/25	25.7	1573	11.1.89

The Supra 3.0i Turbo is the closest Toyota comes to making a hairy-chested sports car. Beefy performance, opposite lock on demand but lacks finesse.

Celica

2.0 GT	132	8.1	7.6	11.4	23/34	21.2	1221	14.2.90
GT-Four	136	8.2	8.1	9.9	19.1/-	23.7	1478	21.11.90

2.0 GT seems better bet than technically advanced, but rather sterile GT-Four

Previa

2.4 5sp	109	12.8	12.8	14.3	22/24	22.1	1720	3.10.90

Beautifully designed people carrier rivals Espace for design and beats it for space but sheer size and soft chassis means it's no sports car

Land Cruiser

VX	103	12.6	13.9	11.5	20/23	26.6	2254	6.2.91

Huge off-roader with intimidating presence and scorching (for a diesel) performance. Not quite up with the best in tough going but terrific on tarmac

MR2

2.0	121	9.3	9.2	11.0	27/35	21.3	1178	13.2.91
2.0 GT	137	6.7	6.5	9.9	27/34	21.3	1213	16.5.90
2.0 GT T-Bar	134	7.4	7.3	10.9	26/30	21.2	1270	10.6.92

Bigger, faster and better-looking than predecessor, some claimed the new MR2 had lost its handling prowess. True, it isn't quite as agile but it's just as much fun

TVR

S	128	7.6	8.0	10.5	27/27	23.3	985	21.10.87
V8S	146	5.2	5.1	6.0	20/-	26.9	1020	25.9.91
Griffith 4.3	161	4.7	3.9	6.4	19/26	27.0	1045	17.6.92

TVR's bread and butter car is most people's hot 'n spicy. Ordinary V6 S goes well, the V8 S even better... then comes the Griffith – so close to greatness it hurts

Vauxhall

Nova

1.2 Luxe	92	14.5	16.2	22.2	36/41	23.0	797	7.11.90
1.5D	92	15.4	17.9	28.6	47/55	24.2	865	15.1.92
1.5TD	101	12.2	13.5	12.4	44/53	24.2	819	21.2.90
GTE	117	9.1	8.9	9.9	35/38	19.9	877	3.8.88

The Nova hasn't been flavour of the month for quite some time but get through the yawn factor and it's fine, especially the 1.5 turbo diesel (check out the figures)

Astra

1.4i GLS	106	12.8	13.2	21.9	35/37	22.2	1035	9.10.91
2.0 SRi	121	8.9	8.3	8.5	27/33	20.8	1120	5.2.92
GSi 16v	130	7.2	7.2	9.9	26/34	21.9	1120	20.11.91
1.7D Merit	96	17.5	22.5	31.4	38/47	24.7	1775	4.12.91
1.7TD GLS	103	11.9	13.0	13.4	43/51	25.2	1140	23.9.92

New shape, better cabin, old engines. Should be a winning combination but it isn't quite. Recently revamped Escort challenges the Astra as the best peoples' car

Astra saloon

1.6i CD	116	10.3	10.4	19.5	31/34	23.8	1051	22.4.92

Well proportioned saloon with big boot knocks the old Belmont into a cocked hat

Astra estate

1.6 Si	108	11.7	12.0	22.5	29/33	23.4	1056	15.7.92

Rakish, sporty looking estate needs PAS to give its best. Excellent loadspace

Cavalier

1.6L	109	12.1	11.0	17.1	34/41	24.2	1058	26.10.88
1.7 GL TD	111	12.8	13.8	13.2	37/39	25.8	1175	1.4.92
1.8 SL	111	12.2	12.6	18.6	30/36	24.0	1130	16.12.92

	max speed	0-60	30-70	50-70	overall/touring	mpg/1000 rpm	weight kg	date tested
2.0 SRi	125	8.9	8.3	10.0	25/35	21.2	1059	19.7.89
2.0L 4x4	123	8.6	8.7	10.6	28/31	20.3	1265	9.11.88
2.0GSi	133	7.9	7.4	10.6	25/34	21.1	1228	25.4.90
2.0GSi 4x4	128	8.5	8.5	12.1	24/31	21.1	1344	18.10.89

These are probably the hardest-driven cars in Britain. You only have to look at the performance figures for the two-litre models to understand why they appeal so much to reps.

Carlton

1.8iL	119	10.8	11.1	15.5	31/37	22.8	1195	6.1.88
CD 2.0i	121	10.4	10.5	14.0	27/35	22.6	1274	5.11.86
L 2.3D	101	16.2	18.4	18.6	31/42	23.7	1290	17.2.88
GSi 3000 24v	146	7.0	7.0	10.4	19/27	24.4	1483	17.1.90
Lotus	164+	5.1	3.8	20.5	14/22	44.1	1655	28.11.90

The Carlton range has the meek (1.8iL), the mild (2.3 diesel) and the wild (Lotus). To save your eyes, only the Westfield SEiGHT gets between 30 and 70mph quicker than the Lotus Carlton. GSi is a bargain BMW 535i alternative

Senator

3.0i (A)	132	9.3	8.2	4.9	15/25	29.0	1530	3.5.89
3.0i 24v CD (A)	139	9.1	7.6	4.5	21/25	27.6	1568	5.9.90

Grown up Carlton, much favoured by the police. Cheesecutter grille militates against grace but there's no shortage of pace, especially from 3.0i 24v.

Calibra

2.0i	126	9.5	9.8	11.4	29/31	21.2	1203	12.9.90
2.0i 16v	137	8.1	7.5	10.4	25/33	22.1	1224	13.6.90
2.0i 16v 4x4	132	9.0	8.7	12.2	27/30	22.1	1039	20.2.91
2.0i 16v Turbo 4x4	150	6.2	6.1	8.9	25/32	25.3	1405	15.7.92

In our opinion, one of the best looking cars ever. Pity it's just a Cavalier underneath. Turbo delivers enormous performance for money with so-so chassis while it's the plain eight valver which gets our vote as the pick of the range

Frontera

2.3TD estate	83	18.1	25.0	29.0	23/28	21.8	1880	30.10.91

Vauxhall's belated entry into the off-road, leisure vehicle market follows the Japanese by providing good tarmac handling with occasional muddy field ability

Volkswagen

Polo

1.0 Fox	84	21.4	27.0	24.1	38/38	16.9	780	28.8.91
G40	119	8.4	7.8	9.3	30/36	21.7	845	19.6.91
1.3CL coupe	95	13.5	14.8	15.2	35/40	21.2	770	6.3.91

More mature Polo doesn't exude quite the feeling of quality that the new Golf does but is better than most. Supercharged G40 is a 1.3-litre bombshell

Golf

GTi	121	9.9	10.0	11.9	29/34	22.1	1165	18.3.92
VR6	138	7.1	6.4	9.3	24/28	23.2	1220	6.11.91
1.4 CL	96	15.3	16.2	20.6	37/35	21.9	1010	15.4.92
1.8 CL (75bhp)	104	12.0	12.6	14.0	34/44	23.7	1064	10.6.92
1.8 GL (90bhp)	107	12.7	12.9	12.9	32/36	21.1	1084	26.2.92
1.9 CL TD (Umwelt)	103	13.1	14.8	14.4	36/43	23.7	1022	13.5.92

Range-topping VR6 is a major hatchback star, but bread-and-butter 1.8 GL shows that comfort, refinement and build quality stretch across the range

Vento

2.0 GL	121	10.0	9.7	10.6	28/37	22.0	1099	4.11.92
1.8 CL (90bhp)	111	12.2	12.9	13.8	31/44	21.0	1120	16.12.92

Don't get fooled by the conservative looks - under the facade the Vento is a fine car

Passat

CL TD estate	101	15.6	18.1	21.1	37/50	24.2	1245	20.12.89
GT	120	10.3	10.3	16.4	29/38	24.6	1158	18.5.88

Passats are large, comfortable, very well made and dog slow.

Corrado

16v (2-litre)	126	10.2	9.8	11.6	31/35	21.3	1186	29.7.92
G60	137	8.9	8.8	9.6	22/30	23.9	1148	10.10.90
VR6	145	6.4	5.7	8.6	27/30	23.5	1240	29.4.92

Terrifically capable and pretty Golf-based coupe has suffered from high price in UK. Supercharged G60 is well-balanced package and VR6 is genuine roadburner

Volvo

440/460

440 GLE	105	12.4	13.0	17.5	27/37	22.4	1025	28.2.90
440 Turbo	123	9.6	9.4	11.2	22/30	23.1	1069	26.4.89
460 GLi	109	11.1	11.4	15.9	26/33	21.5	1014	4.4.90

The 440s haven't done too well against the likes of Rover's 416 on test but only really lack dynamic subtlety. Comfortable, well made and respectably quick

480

Turbo	123	8.6	8.5	10.2	25/31	23.1	1049	26.7.89

Oldish looking coupe with decent performance but not our idea of fun

850

2.0 GLT	120	10.1	10.2	14.4	25/36	22.3	1353	3.6.92
2.5 GLT (A)	127	9.7	8.6	5.0	26/30	25.9	1443	4.11.92

The best handling big Volvo yet has a smooth new five-cylinder engine, too

940

940 SE turbo	122	9.3	8.8	11.9	21/26	25.3	1388	17.4.91
960 24v (A)	128	9.3	8.2	4.8	18/24	25.8	1558	14.11.90

900-series models are polished, safe, with no flair. Handling designed to be slow, progressive and predictable. It works

Westfield

ZEi	107	7.0	7.5	15.8	27/31	22.4	680	24.2.93
SEiGHT	140	4.3	3.6	4.8	12/-	19.8	690	5.6.91

Rover V8 SEiGHT looks like a Caterham on steroids, goes like nothing on earth



Renault 19 16v

As well as the recent aesthetic updates, the 19 16v has received shorter intermediate gear ratios to sharpen up mid-range performance



Subaru Legacy 4 Cam Turbo

Turbocharged four-cylinder boxer engine is punchy enough but feed it a diet of super unleaded and power takes a 20bhp hike



Vauxhall Carlton GSi 3000 24v

An all-new, high tech Carlton is currently in the throes of development but for now the GSi 3000 is the pick of the range

Past Masters

Britain's only road test results for important models no longer in production. The figures are for cars current at the time tested. Please note: the **30-70** mph test indicates overtaking ability and is measured through the gears. **50-70** is recorded in top gear, or kickdown for an automatic, and is a measure of engine flexibility. The **overall mpg** is from our road test.

	max speed	0-60	30-70	50-70	overall mpg	mph/1000rpm	weight kg	date tested
AC								
Ace	117	9.1	8.9	8.5	21.6	20.1	837	7.11.58
Cobra 289	138	5.5	5.1	4.1	15.1	21.3	1050	12.11.65
Pre-seven-litre Cobra still fast enough to make swiftest rivals look like they were going backwards. Beautiful but a handful to drive on the limit. Ace is gorgeous								
Alfa Romeo								
Alfasud 1.3Ti	101	11.8	13.3	14.7	29.6	16.6	856	29.10.77
GTV6	130	8.8	8.9	9.7	23.2	22.0	1227	25.7.81
Spider 2000	116	9.8	9.9	10.0	24.8	21.2	1018	3.7.76
Montreal	137	7.6	6.6	8.1	14.9	20.2	1285	20.7.72
Mechanically superb, but bodily frail, a reputation for rust and niggling failures has hit second-hand prices. Charismatic and great to drive if you get a good one								
Aston Martin								
DB4	140	8.5	7.1	8.7	16.4	24.2	1393	13.10.61
V8 Vantage	170	5.4	4.7	6.8	13.5	26.2	1815	9.4.77
Quintessentially British powerhouses. DB4 is a super-sophisticated E-type opponent, awesome Vantage is still the fastest Brit we've tested								
Audi								
Quattro	135	7.3	7.7	10.8	19.1	22.3	1331	22.7.84
Arguably the most influential car of the '80s, its handling and four-wheel drive enhanced grip are still exceptional over a decade after its launch								
Austin Healey								
100/4	111	10.3	10.1	7.6	24.5	18.0	953	11.9.53
3000 MK III	121	9.8	9.4	7.9	20.3	18.9	1180	12.6.64
Both had torquey engines, great looks, strong perfomance and zero ground clearance. Macho looks and armfuls of oversteer on demand. Be hairy of chest								
BMW								
2002 Turbo	130	7.3	6.8	8.4	21.7	20.3	1103	2.11.74
3.0CS	131	8.0	8.0	7.5	20.8	20.7	1373	15.7.71
M3	139	7.1	6.7	9.4	20.3	21.3	1257	15.4.87
M535i	141	7.4	7.8	12.3	17.7	29.0	1414	16.1.85
M635CSi	150	6.0	5.5	93	20.6	24.0	1570	18.1.89
Z1	136	7.9	8.7	13.2	24.0	24.8	1338	19.7.89
2002 is fun but suffers from unbelievable turbo-lag. M635CSi will be an all-time classic, more appealing in almost every way than unremarkable 850i successor								
Chevrolet								
ZR-1	-	5.6	4.5	6.9	n/a	42.5	1571	12.4.89
One of America's most charismatic sports cars (before the Viper there was no dispute) ZR-1 has enough big time grunt and bad intention to melt tyres								
Citroen								
2CV6	69	32.7	n/a	n/a	45.9	12.6	590	8.3.75
DS21	112	11.8	12.6	13.9	20.9	20.5	1343	19.3.70
2CV is one of the most enduring shapes of all time, the DS one of the most beautiful. Each had a chassis that was way ahead of the opposition, too.								
Ferrari								
Dino 246GT	148	7.1	6.6	7.2	16.1	19.0	1184	10.7.71
365GTB/4 Daytona	174	5.4	4.6	5.9	12.4	24.6	1600	30.9.71
308GT4	154	6.9	6.6	7.6	19.8	21.1	1327	13.3.76
308GTB	154	6.5	6.4	7.8	19.1	21.8	1300	23.10.76
328 GTB	153	5.5	5.0	6.8	18.3	20.9	1348	17.6.87
512BB	163	6.2	4.7	6.4	15.7	24.8	1555	6.5.78
Testarossa	171	5.2	4.1	7.4	16.0	26.5	1666	21.12.88
The definitive supercar marque with more classics to its name than any other. Expensive to run but unforgettable to drive, Daytona and Dino are best of all								
Fiat								
X1/9	110	10.8	11.5	10.5	26.8	18.3	912	13.3.85
A minor masterpiece at birth, Fiat refused to develop it and eventually disowned it so that in time, it became outclassed and a rather sad, Bertone-badged joke								
Ford								
Lotus Cortina Mk1	107	9.9	9.2	9.5	20.8	17.4	825	22.11.63
RS2000	109	8.6	9.7	8.4	24.7	18.6	941	17.1.76
XR3i	116	9.6	9.2	12.8	30.8	20.3	968	8.10.86
Sierra Cosworth	145	6.2	6.0	7.2	21.4	23.0	1220	13.8.86
Sapphire Cosworth	144	6.6	6.5	7.4	21.6	22.2	1305	11.4.90
Capri 2.8i	127	7.9	7.9	8.2	21.3	27.2	1171	20.6.81
XR-series are quite quick and cheap to run, Sierra is a bona-fide supercar, tamed in later life and will be missed like few others now its number is finally up								
Ginetta								
G4 S4	113	7.6	7.6	6.3	27.5	19.2	n/a	29.8.81
G33	137	5.3	5.1	5.7	19/12	26.3	874	8.4.92
Diminutive lightweight sports car from established British manufacturer. Quick with race-car handling, it was the forerunner of the waspish and superfast G33								



Jaguar MK2 3.8
The ultimate getaway car, not to be confused with the slow 2.4-litre version driven by Morse. Robbed more banks than Clyde Barrow

	max speed	0-60	30-70	50-70	overall mpg	mph/1000rpm	weight kg	date tested
Honda								
S800	94	13.4	14.3	14.9	27.0	n/a	n/a	6.4.67
Screaming twin-cam engine will take you past 8500rpm with ease. Needs TLC								
Jaguar								
XK120	120	9.9	10.4	7.9	16.2	21.3	1379	17.10.52
Mk2 3.8	125	8.5	8.5	8.6	15.7	26.4	1521	26.2.60
E-type 3.8	150	6.9	5.7	5.4	17.9	24.4	1270	26.4.63
Essentially the same twin cam, straight six powers all these. XK120 and E-type rocked the world with their looks, performance and incredible value for money								
Lamborghini								
Miura P400S	172	6.7	5.5	9.5	13.4	22.8	1300	13.8.70
Countach 48v	178	4.9	3.9	5.8	13.7	24.4	1447	29.5.85
Jalpa	144	6.2	5.9	6.7	15.9	20.6	1411	5.11.86
Gandini, Giugiaro and Bertone all claim a hand in the Miura, easily the best looking Lambo of all. But, like Countach over rated as a driving machine								
Lancia								
Fulvia 1.6HF	103	9.4	10.3	12.8	21.6	17.4	n/a	4.11.71
Monte Carlo	118	8.6	9.0	9.3	25.0	16.8	998	6.6.81
Integrale	128	6.4	6.8	8.7	17.6	23.4	1267	10.2.88
Thema 8.32	139	7.2	6.5	9.3	16/–	21.8	1419	27.7.88
Nothing if not characterful, Lancia's obsession with rallying makes the Fulvia and Integrale fine road eaters. Monte Carlo promised much, amounted to little								
Lotus								
Elan Sprint	121	6.7	7.5	7.0	22.2	17.4	719	3.6.71
Seven Twin Cam	103	7.1	7.2	8.1	19.2	16.8	571	29.1.70
Esprit S2	135	8.0	7.9	12.9	19.4	21.9	1060	20.1.79
Talbot Sunbeam	121	7.4	6.8	9.0	17.4	21.7	982	27.10.79
Elan SE	136	6.5	6.3	7.7	21/30	20.9	1021	4.7.90
Excel SE	134	7.1	7.1	10.7	20/26	21.0	n/a	5.9.90
First Elan and old Seven are champions of Chapman's performance through lightness principle, the second Elan perhaps the world's most effective point-to-point front-drive car. Excel is fine if fragile 944 alternative: fast, pretty, practical								
Maserati								
Bora	162	6.5	5.6	7.3	11.9	28.0	1595	10.5.73
Merak SS	143	7.7	7.4	11.4	17.9	22.1	1389	28.2.81
Beautiful and vastly underrated, the Bora was a real Daytona alternative, the Merak the last proper Maserati. Prices are a fraction of contemporary Ferraris								
Mazda								
RX-7	120	8.9	9.0	12.7	21.3	21.2	1024	24.11.79
Mazda's rotary engined alternative to Porsche's 924 is both smooth and powerful. Poor fuel economy and limited engine-life is the biggest downside								
Mercedes-Benz								
350SL (A)	126	9.3	8.3	5.6	14.7	19.4	1545	12.8.71
190 2.3-16	143	8.0	7.8	10.8	23.5	22.5	1340	7.8.85
560SEL (A)	147	7.1	6.7	3.7	18.6	28.3	1780	30.7.86
Hard to believe the SL shape is over 20 years old. 190 is sober but genuine BMW M3 rival while 560 is the 600SEL's inspiration. Good to drive, better to own								
Mitsubishi								
Starion 2.6	129	7.8	7.8	6.8	18.8	23.7	1375	28.6.89
Lancer Turbo	127	8.6	7.1	9.7	26.0	23.2	1061	11.7.81
Bold and brutish, these two do not hide their light under a bushel. Undeniably swift, some may find the way in which performanc e is delivered a little boorish								
Nissan								
240Z	125	8.0	8.4	10.2	21.4	21.6	1038	6.5.71
Silvia Turbo	124	7.9	8.3	11.8	25.0	23.1	1114	17.10.84
240Z was one of the earliest signs that Japan could design a first rate sports car. Followed by increasingly inferior 260Z, 280ZX and first 300ZX								

	max speed	0-60	30-70	50-70	overall mpg	mph/1000rpm	weight kg	date tested
Porsche								
924	126	9.5	9.5	11.4	25.0	21.1	1114	12.8.78
944	137	7.4	7.4	9.1	26.2	22.3	1320	29.5.82
911 Carrera	150	5.4	5.2	7.9	22.2	24.7	1165	24.12.83
911 Turbo 3.0	153	6.1	4.5	11.4	18.5	26.0	1140	20.9.75
928S (A)	151	6.7	5.8	3.3	18.0	31.3	1598	17.7.85
Porsche tried to kill the 911 as long ago as 1978 when the 928 arrived. Now its future is assured into the next century and its fifth decade. We'll drink to that								
Renault								
5 Turbo 2	121	7.7	7.0	7.7	20.2	20.4	940	13.2.85
5 GT Turbo	120	7.3	7.2	9.2	28.4	21.9	858	5.8.87
GTA Turbo	149	6.3	6.8	7.4	20.5	26.4	1189	23.7.86
Wild mid-engine Turbo 2 still good value but watch for signs of misuse. GT Turbo the most fun hot hatch around. GTA is one of the great unsung heroes of the '80s								
Rover								
Morris Minor	73	24.8	n/a	n/a	31.2	16.2	775	8.5.64
Mini 850	72	29.7	n/a	n/a	36.6	14.9	635	22.2.63
Cooper S	96	11.2	12.3	9.4	28.5	16.1	651	14.8.64
MGB	102	13.0	14.0	13.5	23.7	17.9	1079	1.7.71
SD1 Vitesse	130	7.6	7.7	12.0	21.8	29.4	1424	12.2.83
Finding favour when new is one thing, passing into mythology is another. Yet the Minor, Mini, Cooper and MGB are all cults. Vitesse deserves to be								
Saab								
99 Turbo	122	8.9	8.4	6.7	21.4	20.5	1234	11.3.78
One of the earliest attempts at commercial turbocharging. Combination of lag and front-wheel drive compromises ability, but still a fun, inexpensive chariot								
Toyota								
Corolla GT	118	8.6	8.4	10.7	27.0	18.4	978	21.4.84
Celica GT	131	8.2	8.4	11.0	25.0	21.0	1269	1.1.86
MR2	121	7.7	8.3	10.0	29.1	18.6	1051	13.3.85
Rear-drive Corolla a rare sight these days, but worth a look for its screaming twin cam engine and back to basics handling. MR2 handles better than a 328GTB								
Triumph								
TR3	102	12.5	12.9	12.5	24.9	20.0	1117	11.1.57
Triumph Vitesse	89	15.5	16.7	21.5	25.8	20.4	933	17.9.65
TR6	119	8.2	8.0	10.5	19.8	21.2	1122	17.4.69
Dolomite Sprint	115	8.7	9.2	9.8	23.6	23.7	1005	26.7.73
TR3 enjoyed great rally career battling on the alpine rallies with Healeys. TR6 was fast but nasty to drive. Dolomite a real-giant killer with a very advanced engine								
TVR								
3000M	121	7.7	8.1	6.7	21.4	21.6	1080	11.74
Taimar Turbo	139	5.8	4.8	6.4	17.7	21.7	1106	2.6.79
350i	136	6.6	7.8	8.8	19.6	23.7	1145	17.7.85
Good looking and, in the case of the Taimar, frighteningly fast yet chassis' more than up to the job. Suspect reliability means a keen sense of humour helps								
Vauxhall								
Manta	117	9.0	9.6	13.8	29.1	24.4	1046	1.10.83
Astra GTE	116	8.5	8.7	14.5	28.5	n/a	n/a	28.11.84
Manta provided a genuine alternative for those who didn't want to be seen in a Capri. Early Astra capable in its day but aged more quickly than Golf GTi rival								
Volkswagen								
Beetle	81	21.9	31.4	26.1	27.4	19.8	787	25.11.66
Golf GTI 1600 Mk1	111	9.0	8.2	11.3	27.2	18.5	906	4.4.81
Golf GTI 1800 Mk2	115	8.7	8.5	8.8	31.6	21.3	936	8.5.85
Beetle best-selling car ever and Golfs defined the term hot hatch . Both seminal								

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New Car Prices

Manufacturers' list prices for every new car in Britain. Edited by Gavin Conway

What the figures mean: 1/91 Last price increase **Dlrs** Number of UK dealers **1yr/UL/6yrs** Warranty for time (ie 1 year), mileage (ie unlimited) and rust (ie 6 years) **Del** Recommended delivery charge **Price** Current price including taxes but not delivery charge, plates or road tax and before discount **Auto** Automatic transmission: - not available, △ standard, a/b/c etc cost as option **PAS** Power-assisted steering: - not available, △ standard, a/b/c etc cost as an option **BHP** Maker's quoted brake horsepower **Ins Gp** Insurance group as recommended by the Association of British Insurers: cheapest group is 1, dearest 20 **Deprec** Car's value after 3yrs/30,000miles as a percentage of new price, according to Fleet News Guide to Future Residual Values: up to 30 terrible, 30-40 poor, 40-50 fair, 50-60 good, above 60 excellent

model length/width mm (feet'inches")	Price	Auto	PAS	BHP	Ins Gp	Deprec
AC Cars						
11/92; 1yr/Ul; Direct Dlr						
Cobra 2dr 4070/1746 (13'4"/5'9")						
5.0 Mk IV 5sp	94732	-	-	320	20	na
Alfa Romeo						
1/93; 75 Dlrs; 1yr/Ul/6yrs; Del £407						
33 5dr 4075/1614 (13'4"/5'4") *4200 (13'9")						
1.7 IE 5sp	10995	-	△	107	13	35
1.7 16v 5sp	12787	-	△	132	13	35
1.7 Sport Wagon 16v 5sp*	12774	-	△	132	13	37
155 4dr 4443/1700 (14'7"/5'7")						
1.8 Twin Spark 5sp	13580	-	△	129	14	39
2.0 Twin Spark 5sp	15010	-	△	143	15	39
2.0 Twin Spark Lusso 5sp	17510	-	△	143	15	36
2.5 V6 5sp	18910	-	△	166	16	37
2.0 Cloverleaf 4 (lhd) 5sp	22010	-	△	190	na	na
164 4dr 4560/1760 (14'11"/5'9")						
2.0 Twin Spark 5sp	16720	-	△	148	15	41
2.0 Twin Spark Lusso 5sp	18820	-	△	148	15	40
3.0 V6 5sp	21370	a	△	192	17	38
3.0 V6 Lusso 5sp	23980	a	△	192	17	37
3.0 V6 Cloverleaf 5sp	26830	-	△	200	17	40
Spider 2dr 4258/1630 (14'/5'4")						
2.0 5sp (lhd)	16720	-	△	120	15	32
a=£837						
Aston Martin						
1/93; 9Dlrs; 2yr/Ul/6yrs; Del dealer priced						
Virage 2dr 4724/1854 (15'6"/6'1")						
5.3 5sp	133574	n	△	330	20	na
5.3 Volante conv 5sp	147862	n	△	330	20	na
5.3 Shooting Brake 5sp	160320	n	△	330	20	na
Vantage 2dr 4745/1924 (15'8"/6'4")						
5.3 6sp	177600	-	△	550	20	na
n=no cost option						
Audi						
1/93; 320 Dlrs; 1yr/Ul/10yrs; Del £395						
80 4dr 4394/1702 (14'5"/5'7")						
2.0 5sp	14740	a	△	90	13	55
1.9 TDI turbo diesel 5sp	14740	-	△	90	13	63
2.0E 5sp	16255	a	△	115	13	54
2.0 16v 5sp	17441	-	△	140	14	54
2.6E 5sp	19195	a	△	150	na	48
2.8E quattro 5sp	22560	-	△	174	16	46
80 estate 4482/1702 (14'8"/5'7")						
1.9 TDi 5sp	16955	-	△	90	na	na
2.0 E 5sp	17455	a	△	115	na	na
2.0 16v 5sp	18640	-	△	140	na	na
2.6 E 5sp	20394	a	△	150	na	na
2.2 S2 6sp	30494	-	△	230	na	na
Coupe 3dr 4367/1716 (14'4"/5'8")						
2.0 16v 5sp	17956	-	△	140	na	na
2.6E 5sp	19245	a	△	150	na	na
2.8E quattro 5sp	24615	-	△	174	na	na
2.2 S2 6sp	30495	-	△	230	18	na
Convertible 2dr 4366/1716 (14'4"/5'8")						
2.3 Cabriolet 5sp	22199	a	△	133	17	46
100 4dr 4749/1753 (15'7"/5'9") *1803 (5'11")						
2.0E 5sp	17970	b	△	115	14	40
2.5 TDI diesel 6sp	23610	-	△	115	14	55
2.5 TDI diesel 5sp	23211	-	△	115	14	55
2.6E 5sp	20460	c	△	150	na	39
2.8E quattro 5sp	25960	c	△	174	15	42
2.2 S4 20v 6sp*	32895	c	△	230	16	43
100 5dr estate 4801/1770 (15'9"/5'10")						
2.0E 5sp	19170	b	△	115	13	48
2.5 TDI turbo diesel 5sp	24410	-	△	115	14	55
2.5 TDI turbo diesel 6sp	24810	-	△	115	14	55
2.6E 5sp	21660	b	△	150	na	39
2.8E quattro 5sp	27160	c	△	174	15	47
2.2 S4 20v 6sp	34094	c	△	230	16	48

model length/width mm (feet'inches")	Price	Auto	PAS	BHP	Ins Gp	Deprec
V8 4dr 4851/1803 (15'11"/5'11")						
4.2 4sp	45894	△	△	280	18	38
a=£980,b=£1095,c=£1495						
Bentley						
11/92;48 Dlrs; 3yr/UL/n/a; Del dealer priced						
4dr 5258/1880 (17'3"/6'2") **2dr** *1829 (6')						
6.7 Brooklands 4sp	87549	△	△	na	20	na
6.7 Brooklands lwb 4sp	100686	△	△	na	20	na
6.7 Turbo R 4sp	119427	△	△	333	20	na
6.7 Turbo R lwb 4sp	131882	△	△	333	20	na
6.7 Continental 4sp*	161022	△	△	333	20	na
6.7 Continental R 4sp*	161563	△	△	333	20	na
BMW						
11/92; 161 Dlrs; 1yr/Ul/6yrs; Del £530						
New 3-series 4dr 4445/1698 (14'7"/5'7")						
1.6 316i 5sp	15100	a	△	100	10	62
1.8 318i 5sp	16100	a	△	113	11	62
1.8 318 SE 5sp	17400	a	△	113	11	62
2.0 320i 5sp	18450	a	△	150	13	61
2.0 320i SE 5sp	19795	a	△	150	14	58
2.5 325i 5sp	21350	a	△	192	14	58
2.5 325i SE 5sp	22950	a	△	192	15	57
New 3-series 2dr 4433/1698 (14'6"/5'7")						
1.8 318is coupe 5sp	17500	-	△	140	13	61
2.0 320i coupe 5sp	19175	c	△	150	14	61
2.5 325i coupe 5sp	21875	c	△	192	15	57
Old 3-series Touring 5dr 4325/1645 (14'2"/5'5")						
1.6 316i 5sp	14950	b	△	100	10	54
1.8 318i 5sp	16950	b	△	113	14	54
2.5 325i 5sp	21990	b	△	170	16	47
Old 3-series convertible 4325/1645 (14'2"/5'5")						
1.8 318i 5sp	19245	b	△	113	14	54
5-series 4dr 4720/1751 (15'6"/5'9")						
1.8 518i 5sp	17375	-	△	113	13	61
1.8 518i SE 5sp	19075	-	△	113	13	61
2.0 520i-24v 5sp	19695	c	△	150	14	61
2.0 520i-24v SE 5sp	21750	c	△	150	14	57
2.5 525i-24v 5sp	23350	c	△	192	15	57
2.5 525i-24v SE 5sp	25100	c	△	192	15	57
2.5 525i Sport 5sp	27500	c	△	192	16	56
2.5 525ix 5sp	25900	c	△	192	15	57
2.5 525ix SE 5sp	27300	c	△	192	15	57
3.0 530i V8 5sp	29750	d	△	218	na	na
4.0 540i V8 4sp	33950	n	△	286	na	na
3.8 M5 5sp	49750	-	△	340	20	49
5-series Touring 5dr 4720/1751(15'6"/5'9")						
2.0 520i Touring 5sp	21250	c	△	150	14	56
2.0 520i SE Touring 5sp	23300	c	△	150	14	56
2.5 525i Touring 5sp	25250	c	△	192	15	57
2.5 525i SE Touring 5sp	27200	c	△	192	15	57
2.5 525ix Touring 5sp	27750	c	△	192	15	57
2.5 525ix Touring SE 5sp	29350	c	△	192	15	57
3.0 530i V8 5sp	31600	d	△	218	na	na
7-series 4dr 4910/1845 (16'1"/6'2") *5029 (16'6")						
3.0 730i 5sp	27950	n	△	188	17	49
3.0 730i SE 5sp	34250	n	△	188	17	44
3.0 730i V8 5sp	37250	n	△	218	17	na
4.0 740i V8 5sp	43975	n	△	286	18	na
4.0 740iL V8 4sp*	49975	n	△	286	18	na
5.0 750i 4sp	53250	n	△	300	19	39
5.0 750iL 4sp*	62250	n	△	300	20	36
8-series 2dr 4780/1885 (15'8"/6'1")						
5.0 850i 6sp	64950	n	△	300	20	40
a=£1000, b=£900, c=£1100, d=£1650 n=auto standard, manual is a no cost option						
Bristol						
11/92;Direct Dlr; Del included except road tax						
5.9 Britannia 2dr 3sp	90727	△	△	na	na	na
5.9 Brigand Turbo	96963	△	△	na	na	na
Caterham						
11/92; Direct Dlr; 1yr/Ul/n/a						

New Car Prices

model length/width mm (feet'inches")	Price	Auto	PAS	BHP	Ins Gp	Deprec'
Seven 2dr 3378/1575 (11'1"/5'2")						
1.4 K-series 5sp	13254	-	-	103	na	na
1.4 K-series 5sp*	14995	-	-	103	na	na
1.6 Sprint 5sp	12549	-	-	110	na	na
1.6 Classic 5sp	7495	-	-	88	na	na
1.6 GTS 4sp	9495	-	-	100	na	na
1.7 Super Sprint 5sp	13418	-	-	135	na	na
2.0 HPC 5sp	17625	-	-	175	na	na
2.0 JPE 5sp	33748	-	-	250	na	na
*Model supplied fully built						
Citroen						
1/93;350 Dlrs;1yr/UL/6yrs; Del £415						
AX 3dr 3531/1575 (11'7"/5'2")						
1.0 Debut 4sp	5795	-	-	45	3	54
1.1 Echo 5sp	6895	-	-	55	5	53
1.4 GT 5sp	9495	-	-	85	9	46
1.4 GTi 5sp	10695	-	-	100	11	46
1.4 14D Echo diesel 5sp	7775	-	-	53	6	63
AX 5dr 3531/1575 (11'7"/5'2")						
1.0 Debut 4sp	6095	-	-	45	3	50
1.1 Echo 5sp	7195	-	-	55	5	52
1.4 14TZX 5sp	9095	-	-	62	7	47
1.4 14D Echo diesel 5sp	8075	-	-	53	6	62
1.4 14TZD diesel 5sp	9175	-	-	53	7	60
ZX 3dr 4064/1690 (13'4"/5'7")						
1.4 Reflex 5sp	8445	-	-	75	6	na
1.4 Avantage 5sp	9680	-	-	75	6	na
1.8i Furio 5sp	10795	-	a	103	11	na
2.0i Volcane 5sp	13195	-	Δ	123	13	na
2.0i 16v 5sp	14995	-	Δ	155	15	na
1.9 D Reflex diesel 5sp	8895	-	a	71	7	59
1.9 D Avantage diesel 5sp	10495	-	Δ	71	7	57
1.9 Volcane turbo d'sl 5sp	12630	-	Δ	92	na	na
ZX 5dr 4064/1690 (13'4"/5'7")						
1.4 Reflex 5sp	8810	-	-	75	6	44
1.4 Avantage 5sp	9995	-	-	75	6	39
1.8i Avantage 5sp	10895	-	a	103	11	na
1.4i Aura 5sp	10995	-	Δ	75	8	40
1.6i Aura 5sp	11595	d	Δ	89	9	41
1.8i Aura 5sp	11795	-	a	103	11	na
2.0i Volcane 5sp	13560	f	Δ	123	13	42
1.9 D Reflex diesel 5sp	9260	-	a	71	7	59
1.9 D Avantage diesel 5sp	10860	e	Δ	71	7	57
1.9 TD Avantage tr dsl	11695	-	Δ	92	8	58
1.9 D Aura diesel 5sp	11495	e	Δ	71	8	60
1.9 TD Aura turbo diesel	12330	-	Δ	92	8	60
1.9 Volcane turbo d'sl 5sp	12995	-	Δ	92	na	na
BX 5dr 4242/1651 (13'11"/5'5")						
1.6 16TXi 5sp	11475	b	Δ	92	8	37
1.9 19GTi 5sp	14275	-	Δ	125	14	36
1.7 17TGD diesel 5sp	11075	-	a	60	7	49
1.9 19TXD diesel 5sp	12375	b	Δ	71	8	51
1.7 17TXD turbo diesel 5sp	13175	-	Δ	90	8	49
1.7 17TZD turbo diesel 5sp	14375	-	Δ	90	8	51
BX estate 4394/1651 (14'5"/5'5")						
1.6 16TXi 5sp	11995	b	Δ	92	8	40
1.9 19TGD diesel 5sp	12595	-	Δ	71	8	52
1.9 19TXD diesel 5sp	12895	b	Δ	71	8	51
1.7 17TZD turbo d'sel 5sp	14895	-	Δ	90	8	51
XM 5dr 4699/1803 (15'5"/5'11")						
2.0i 5sp	16835	c	Δ	130	12	44
2.0i Turbo 5sp	17745	c	Δ	145	na	na
2.0 Si 5sp	17640	c	Δ	130	12	43
2.0i Si Turbo 5sp	19245	c	Δ	145	na	na
2.0i SEi Turbo 5sp	22365	c	Δ	145	na	na
3.0 SEi V6 5sp	26720	n	Δ	170	14	39
3.0 V6 24v 5sp	28420	-	Δ	200	15	37
2.1 turbo diesel 5sp	18435	c	Δ	110	12	52
2.1 SD turbo diesel 5sp	19935	c	Δ	110	12	52
2.1 SED turbo diesel 5sp	23035	c	Δ	110	12	51
XM estate 4953/1803 (16'3"/5'11")						
2.0i 5sp	17465	c	Δ	130	12	50
2.0i Si Turbo 5sp	19245	c	Δ	145	na	na
3.0 SEi V6 5sp	27185	n	Δ	170	14	35
2.1 SD turbo diesel 5sp	20565	-	Δ	110	12	63
a=£365, b=£895, c=£925, d=£700, e=£735, f=£635						
n=no cost option						
Daihatsu						
02/93;105 Dlrs; 3yr/Ul/6yrs; Del dealer priced						
Mira 5dr 3295/1395 (10'4"/4'7")						
0.847 4sp	6395	-	-	40	na	na
Charade 5dr 3607/1626 (11'10"/5'4")						
1.0 CX turbo diesel 5sp	8095	-	-	47	7	59
1.3 CXi 16v 5sp	8350	a	Δ	88	8	56
1.3 GXi 16v 5sp	8795	a	Δ	88	8	55
1.0 GTti 3dr 5sp	9550	-	-	99	11	46
Applause 5dr 4267/1651 (14'/5'5")						
1.6 GXi 5sp	10795	-	c	105	10	45
1.6 GLXi 5sp	11295	b	c	105	10	45
Fourtrak 3dr estate 4166/1676 (13'8"/5'6")						
2.8 DL	13250	-	Δ	72	8	65
2.8 TDL	14650	-	Δ	100	8	64
2.8 TDX	15795	-	Δ	100	8	66
2.8 DS Passenger	13100	-	Δ	100	8	64
2.8 TDS Passenger	13895	-	Δ	100	8	64
2.2 GX 5sp	14795	-	Δ	90	na	na
Sportrak 3dr estate 3683/1575 (12'1"/5'2")						
1.6 ELi 5sp	11750	-	Δ	94	10	66
1.6 ELXi 5sp	12295	-	Δ	94	10	66
a=£660, b=£685, c=£995						
Evante						
11/92; 1yr/12,000/na; Del dealer priced						
Gran 2dr convertible 3790/1510 (12'5"/4'11")						
1.8 5sp	19500	-	-	128	na	na
1.8 Premio 5sp	22350	-	-	128	na	na
*Cars not supplied fully built						

model length/width mm (feet'inches")	Price	Auto	PAS	BHP	Ins Gp	Deprec'
Ferrari						
11/92; 13 Dlrs; 1yr/Ul/n/a; Del dealer priced						
Mondial t 2dr 4521/1803 (14'10"/5'11")						
3.4 5sp	67151	-	Δ	300	20	na
3.4 5sp cabriolet	71951	-	Δ	300	20	na
348 2dr 4242/1880 (14'/6'2")						
3.4 tb 5sp	73878	-	-	300	20	na
3.4 ts 5sp	75779	-	-	300	20	na
512 TR 2dr 4496/1981 (14'9"/6'6")						
4.9 5sp	124755	-	-	422	20	na
Fiat						
3/93; 250 Dlrs; 1yr/Ul/8yrs; Del £405						
Panda 3dr 3404/1499 (11'2"/4'11")						
1.0 1000CLX 4sp	5198	-	-	45	1	42
Uno 3dr 3632/1549 (11'11"/5'1")						
1.0ie 4sp	6449	-	-	45	3	39
1.1 ie S 5sp	7550	-	-	50	4	36
1.4 Turbo ie 5sp	10698	-	-	118	11	32
Uno 5dr 3632/1549 (11'11"/5'1")						
1.0ie 4sp	6750	-	-	45	3	39
1.1 ie S 5sp	7850	-	-	50	4	36
1.4ie S 5sp	8196	-	-	71	5	36
1.7 60DS Diesel 5sp	8497	-	-	58	5	47
Tipo 5dr 3962/1702 (13'/5'7")						
1.4ie Formula 5sp	8194	-	a	78	9	43
1.4ie S 5sp	9195	-	a	78	10	43
1.6ie S 5sp	9694	-	a	86	11	45
1.6ie SX 5sp	10594	-	Δ	86	11	39
2.0ie GT 5sp	11950	-	Δ	115	13	na
1.9 Turbo diesel 5sp	11397	-	Δ	92	12	49
2.0 ie 16v 5sp	13694	-	Δ	148	15	38
Tempra 4dr 4343/1702 (14'3"/5'7")						
1.6 S 5sp	10596	-	Δ	86	12	39
1.6 SX 5sp	11459	-	Δ	86	12	39
2.0 ie SX 5sp	12760	-	Δ	115	13	38
1.9 Tds 5sp	12955	-	Δ	92	12	48
Tempra Station Wagon 4470/1702 (14'8"/5'7")						
1.6 S 5sp	11459	-	Δ	86	12	45
2.0 ie SX 5sp	13355	-	Δ	115	13	36
1.9 TDs 5sp	13760	-	Δ	92	12	51
a=£331						
Ford						
1/93; 1000 Dlrs; 1yr/Ul/8yrs; Del £350						
Fiesta 3dr 3734/1600 (12'3"/5'3")						
1.1 5sp	6495	-	-	50	5	56
1.3 L auto 3sp	9190	Δ	-	60	7	51
1.8 L diesel 5sp	8560	-	-	60	6	55
1.1 LX 5sp	8375	-	-	50	6	51
1.3 LX 5sp	8575	-	-	60	7	50
1.8 XR2i 16v 5sp	10635	-	-	104	14	36
1.8 RS1800 16v 5sp	12140	-	-	128	15	37
Fiesta 5dr 3734/1600 (12'3"/5'3")						
1.1 5sp	6855	-	-	50	5	56
1.3 L auto 3sp	9555	Δ	-	60	7	49
1.8 L diesel 5sp	8920	-	-	60	6	54
1.1 LX 5sp	8735	-	-	50	6	50
1.3 LX 5sp	8935	-	-	60	7	50
1.3 Ghia 5sp	9680	a	-	60	7	50
Escort 3dr 4039/1690 (13'3"/5'6")						
1.3 5sp	8765	-	-	60	5	41
1.4 5sp	9010	-	b	71	5	41
1.8 diesel 5sp	9135	-	b	60	6	50
1.4 L 5sp	9996	-	b	71	6	40
1.8 L diesel 5sp	9996	-	b	60	6	50
1.4 LX 5sp	10645	-	b	71	6	36
1.8 LX 16v 5sp	11455	-	Δ	104	9	38
1.8 LX diesel 5sp	10645	-	b	60	7	46
1.8 XR3i 16v 5sp	13140	-	Δ	104	15	37
1.8 XR3i 16v 5sp	tba	-	Δ	128	15	37
2.0 RS2000 5sp	16045	-	Δ	150	16	39
2.0 RS Cosworth 5sp	24810	-	Δ	227	20	38
Escort cabriolet 4039/1690 (13'3"/5'6")						
1.8 XR3i cabriolet 5sp	14999	-	Δ	104	16	35
1.8 XR3i cabriolet 5sp	16243	-	Δ	128	16	33
Escort 5dr 4039/1690 (13'3"/5'6")						
1.3 5sp	9145	-	-	60	5	44
1.4 5sp	9390	-	b	71	5	44
1.8 diesel 5sp	9615	-	b	60	6	48
1.4 L 5sp	10405	-	b	71	6	40
1.6 L 16v 5sp	10985	-	Δ	90	7	na
1.8 L diesel 5sp	10405	-	b	60	6	47
1.4 LX 5sp	11025	-	b	71	6	39
1.6 LX 16v 5sp	11585	-	Δ	90	7	na
1.8 LX 16v 5sp	11835	-	Δ	104	9	38
1.8 LX diesel 5sp	11025	-	b	60	7	43
1.4 Ghia 5sp	12240	-	Δ	71	6	40
1.6 Ghia 16v 5sp	12440	-	Δ	90	8	na
1.8 Ghia 16v 5sp	12690	-	Δ	104	10	37
Escort estate 4268/1690 (14'/5'6")						
1.3 5sp	9885	-	-	60	5	37
1.4 5sp	10130	-	b	71	5	37
1.8 diesel 5sp	10255	-	b	60	6	48
1.4 L 5sp	11145	-	b	71	6	37
1.6 L 16v 5sp	11725	-	Δ	90	7	na
1.8 L diesel 5sp	11145	-	b	60	6	48
1.4 LX 5sp	11765	-	b	71	6	34
1.6 LX 16v 5sp	12325	-	Δ	90	7	na
1.8 LX 16v 5sp	12575	-	Δ	104	9	33
1.8 LX diesel 5sp	11765	-	b	60	7	43
1.4 Ghia 5sp	12980	-	Δ	71	6	37
1.6 Ghia 16v 5sp	13180	-	Δ	90	8	na
1.8 Ghia 16v 5sp	13430	-	Δ	104	10	37
Orion 4dr 4216/1690 (13'10"/5'6")						
1.8 L diesel 5sp	10575	-	b	60	6	46
1.4 LX CFi 5sp	11195	-	b	71	6	38
1.6 LX 16v 5sp	11755	-	Δ	90	7	na

model length/width	Price	Auto	PAS	BHP	Ins Gp	Deprec'
1.8 LX 16v 5sp	12005	-	Δ	104	10	41
1.8 LX diesel 5sp	11195	-	b	60	7	46
1.4 Ghia 5sp	12240	-	Δ	71	7	40
1.6 Ghia 16v 5sp	12440	-	Δ	90	8	na
1.8 Ghia 16v 5sp	12590	-	Δ	104	10	41
1.8 Ghia Si 16v 5sp	13010	-	Δ	104	13	40
1.8 Ghia Si 16v 5sp	tba	-	Δ	128	13	40
Sierra 5dr 4420/1702 (14'6"/5'7")						
1.6 5sp	11335	-	-	80	8	42
1.8 turbo diesel 5sp	12225	-	c	75	8	50
1.6 LX 5sp	12995	-	-	80	8	42
1.8 LX 5sp	13550	d	-	90	9	41
2.0 LX EFi 5sp	14055	-	Δ	120	10	40
1.8 LX turbo diesel 5sp	13725	-	c	75	8	50
1.6 GLX CFi 5sp	14055	-	-	80	8	41
1.8 GLX 5sp	14515	d	-	90	9	39
2.0 GLX EFi 5sp	15190	d	Δ	120	11	39
1.8 GLX turbo diesel 5sp	14790	-	c	75	8	43
2.0 GLS EFi 5sp	16295	-	Δ	120	11	39
2.0 Ghia EFi 5sp	17540	d	Δ	120	12	40
2.0 Ghia 4x4 5sp	18720	-	Δ	120	12	na
2.0 XR4x4 EFi 5sp	19536	-	Δ	120	13	34
2.9 XR4x4 EFi 5sp	19535	-	Δ	145	14	35
Sierra 5dr estate 4496/1727 (14'6"/5'7")						
1.6 5sp	12410	-	-	80	8	41
1.8 turbo diesel 5sp	13305	-	c	75	8	50
1.6 LX CFi 5sp	14055	-	-	80	8	41
1.8 LX CFi 5sp	14616	d	-	90	9	39
2.0 EFi LX 5sp	15190	-	Δ	120	11	39
1.8 LX turbo diesel 5sp	14790	-	c	75	8	50
1.6 GLX CFi 5sp	15180	-	-	80	8	41
1.8 GLX CFi 5sp	15730	d	-	90	9	40
2.0 EFi GLX 5sp	16295	d	Δ	120	11	39
1.8 GLX turbo diesel 5sp	15906	-	c	75	8	47
2.0 EFi Ghia 5sp	18336	d	Δ	120	12	31
2.0 EFi Ghia 4x4 5sp	19995	-	Δ	120	12	41
Sierra Sapphire 4dr 4470/1702 (14'8"/5'7")						
1.6 5sp	11335	-	-	80	8	42
1.8 turbo diesel 5sp	12225	-	c	75	8	50
1.6 LX 5sp	12995	-	-	80	8	42
1.8 LX 5sp	13550	d	-	90	9	41
2.0 LX EFi 5sp	14055	-	Δ	120	11	40
1.8 LX turbo diesel 5sp	13725	-	c	75	8	50
1.6 GLX CFi 5sp	14055	-	-	80	8	41
1.8 GLX 5sp	14515	d	-	90	9	39
2.0 GLX EFi 5sp	15190	d	Δ	120	11	39
1.8 GLX turbo diesel 5sp	14790	-	c	75	8	43
2.0 GLS EFi 5sp	16295	-	Δ	120	11	39
2.0 Ghia EFi 5sp	17540	d	Δ	120	12	40
2.0 Ghia 4x4 5sp	19536	-	Δ	120	12	na
2.0 RS Cosworth 5sp	20063	-	Δ	220	20	36
Granada 4/5dr 4674/1956 (15'4"/6'5")						
2.0 EFi LX 5sp	19115	a	Δ	120	12	40
2.0 EFi GLX 5sp	19900	a	Δ	120	12	40
2.9 EFi GLX auto 4sp	20820	Δ	Δ	145	13	42
2.0 EFi Ghia 5sp	20600	a	Δ	120	12	41
2.9 EFi Ghia auto 4sp	21380	Δ	Δ	145	13	42
2.0 EFi Scorpio 4sp	22065	Δ	Δ	120	12	43
2.9 EFi Scorpio 24v	29135	Δ	Δ	195	15	34
Granada estate 4744/1956 (15'6"/6'5")						
2.0 EFi LX 5sp	20055	a	Δ	120	12	49
2.0 EFi GLX 5sp	20800	a	Δ	120	12	49
2.9 EFi GLX 4sp	21720	Δ	Δ	145	13	48
2.0 EFi Ghia 5sp	21380	a	Δ	120	12	48
2.9 EFi Ghia 4sp	22300	Δ	Δ	145	13	48
2.0 EFi Scorpio 4sp	22955	Δ	Δ	120	12	47
2.9 EFi Scorpio 4sp	22965	Δ	Δ	145	13	48
a=£830, b=£395, c=£345, d=£790, n=no cost option						
Honda						
2/93; 151 Dlrs; 2yr/Ul/6yrs; Del £350						
Civic 3dr 4089/1702 (13'5"/5'4")						
1.3 DX 5sp	8995	-	-	74	10	63
1.5 LSi 5sp	10995	a	Δ	89	12	63
1.5 VEi 5sp	11995	-	Δ	89	13	63
1.6 ESi 5sp	12345	a	Δ	123	14	63
1.6 VTi 5sp	14560	-	Δ	158	16	54
Civic 4dr 4394/1702 (14'5"/5'4")						
1.5 LSi 5sp	11645	a	Δ	89	12	63
1.6 ESi 5sp	12995	a	Δ	123	14	54
1.6 VTi 5sp	15300	-	Δ	158	16	54
CRX coupe 4005/1695 (13'2"/5'3")						
1.6 ESi 5sp	15395	a	Δ	125	14	54
1.6 VTi 5sp	16995	a	Δ	160	16	53
Concerto 5dr 4420/1702 (14'6"/5'7")						
1.5i 5sp	11495	a	Δ	89	10	40
1.6i 5sp	13395	a	Δ	110	12	41
1.6i-16 5sp	14695	a	Δ	121	13	38
1.6i-16 SE 5sp	15395	a	Δ	121	13	41
Accord 2dr 4685/1695 (15'4"/5'7")						
2.0i coupe 5sp	17295	-	Δ	135	15	46
Accord 4dr 4674/1702 (15'4"/5'7")						
2.0 5sp	13695	a	Δ	112	12	47
2.0 SE 5sp	14090	a	Δ	112	12	47
2.0i 5sp	15995	a	Δ	135	12	46
2.0i SE 5sp	14195	a	Δ	135	12	46
2.2i SE 5sp	20195	a	Δ	150	14	45
Accord estate 4700/1695 (15'5"/5'7")						
2.2i Aerodeck 5sp	16995	a	Δ	150	14	46
2.2i Aerodeck SE 5sp	18460	a	Δ	150	14	46
Prelude 2dr 4445/1702 (14'10"/5'7")						
2.0i 5sp	16495	a	Δ	133	14	49
2.3i 4ws 5sp	18480	a	Δ	160	16	49
2.2i VTEC 5sp	20750	-	Δ	183	na	na
Legend 4801/1727 (15'9"/5'8") *4750/1753 (15'7"/5'9")						
3.2 saloon 4dr 5sp	27425	n	Δ	201	15	45
3.2 coupe 2dr 5sp*	28920	n	Δ	201	15	47

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New Car Prices

model length/width mm (feet'inches")	Price	Auto	PAS	BHP	Ins Gp	Deprec
NSX 2dr 4394/1803 (14'5"/5'11")						
3.0 5sp	58950	-	-	274	20	50
3.0 4sp auto	59950	Δ	Δ	274	20	48
a=£770, n=no cost option						
Hyundai						
12/92; 170 Dlrs; 3yr/Ul/6yrs; Del £324						
X2 3dr 4100/1607 (13'5"/5'3")						
1.3 S 4sp	6498	-	-	71	6	38
1.3 LS 5sp	7299	-	-	71	7	38
X2 4dr 4275/1607 (14'/5'3")						
1.3LS 5sp	7999	-	-	71	7	39
1.5 GSi 5sp	9298	a	Δ	82	9	39
X2 5dr 4275/1607 (14'/5'3")						
1.3 LS 5sp	7698	-	-	71	7	37
1.5 GSi 5sp	8999	a	Δ	82	9	42
S coupe 3dr 4216/1623 (13'10"/5'4")						
1.5 MVi 5sp	9999	a	-	87	12	42
1.5 MVTi 5sp	10999	-	Δ	114	14	42
Lantra 4dr 4369/1676 (14'4"/5'6")						
1.6 GLSi 16v 5sp	10298	a	Δ	112	9	38
1.8 Cdi 16v 5sp	11999	a	Δ	124	10	38
Sonata 4dr 4674/1753 (15'/5'9")						
2.0 CDi 16v 5sp	13998	a	Δ	126	14	39
a=£800						
Isuzu						
11/92; 135 Dlrs; 1yr/Ul/6yrs; Del £300						
Trooper 3dr 4145/1785 (13'7"/5'10")						
3.2 SWB 5sp	15579	a	Δ	174	13	48
3.2 SWB Duty 5sp	16298	a	Δ	174	13	50
3.2 SWB Citation 5sp	18599	a	Δ	174	13	45
3.1 TD SWB 5sp	15579	-	Δ	113	13	62
3.1 TD Duty 5sp	16298		Δ	113	13	64
3.1 TD Citation 5sp	18599	-	Δ	113	13	57
Trooper 5dr 4727/1785 (15'6""/5'10")						
3.2 LWB 5sp	17736	a	Δ	174	13	50
3.2 LWB Duty 5sp	18695	a	Δ	174	13	49
3.2 LWB Citation 5sp	21763	a	Δ	174	13	48
3.1 TD LWB 5sp	17736	-	Δ	113	13	63
3.1 TD Duty 5sp	18695	-	Δ	113	13	64
3.1 TD Citation 5sp	21763	-	Δ	113	13	58
a=£1150						
Jaguar						
2/93; 97 Dlrs; 3 yr/60,000/6yrs; Del dealer priced						
XJ6 4dr 4978/1803 (16'4"/5'11") *4953/1778(16'3"/5'10")						
3.2 5sp	26200	a	Δ	200	16	45
3.2 Sovereign 4sp	34550	n	Δ	200	16	44
4.0 5sp	28950	b	Δ	223	17	42
4.0 Sovereign 4sp	37800	Δ	Δ	223	17	41
4.0 Daimler 4sp	44200	Δ	Δ	223	17	na
XJS 2dr 4775/1803 (15'8"/5'11")						
4.0 5sp	32544	b	Δ	223	na	43
4.0 conv 4sp	39264	Δ	Δ	223	na	42
5.3 V12 3sp	42144	Δ	Δ	280	19	32
5.3 V12 conv 3sp	48864	Δ	Δ	280	19	39
JaguarSport 4988/2015 (16'4"/5'11") *4775 (15'8")						
4.0 XJR 4sp	39138	Δ	Δ	251	19	41
6.0 XJR-S V12 auto*	48384	Δ	Δ	333	19	32
a=£864, b=£1344, n=no cost option						
Jeep						
1/93; 60 Dlrs; 3 yr/60,000; Del £352						
Cherokee 5dr 4240/1945 (13'9"/6'4")						
2.5 Cherokee Sport 5sp	15435	-	Δ	122	13	na
4.0 Cherokee Limited 4sp	18245	Δ	Δ	184	14	na
4.0 Cherokee SE 4sp	20995	Δ	Δ	184	14	na
Wrangler 2dr 3879/1798 (12'9"/5'11")						
2.5 5sp	12495	–	Δ	122	12	na
4.0 5sp	13895	a	Δ	184	14	na
4.0 Limited 5sp	14395	a	Δ	184	14	na
a=tba						
Kia						
1/93; 121 Dlrs; 2yr/Ul/6yrs; Del £405						
Pride 3dr 3556/1600 (11'8"/5'3")						
1.1 L 4sp	5499	-	-	53	4	na
1.3 LX 5sp	6499	-	-	60	6	na
Pride 5dr 3607/1600 (11'10"/5'4")						
1.3 LX 5sp	6899	-	-	60	6	na
Lada						
11/92; 202 Dlrs; 2yr/50,000 miles/6yrs; Del dealer priced						
Samara 3dr 4006/1880 (13'2"/6'2")						
1.3 E 5sp	4295	-	-	65	5	na
1.3 L 5sp	4545	-	-	65	5	na
1.5 GL 5sp	5495	-	-	70	6	na
Samara 4dr 4205/1850 (13'11"/6'1")						
1.3 L 5sp	4895	-	-	65	5	na
1.5 GL 5sp	5995	-	-	70	6	na
Samara 5dr 4006/1880 (13'2"/6'2")						
1.3 L 5sp	4895	-	-	65	5	na
1.5 GL 5sp	5995	-	-	70	6	na
Riva 4dr 4127/1613 (13'6"/5'3")						
1.5 E 4sp	3620	-	-	80	6	na
1.5 L 4sp	4220	-	-	80	6	na
1.5 E estate 5sp	4895	-	-	80	6	na
Niva 3dr estate 3740/1610(12'3"/5'3")						
1.6 4wd 5sp	6895	-	-	78	8	na
1.6 Cossack 4wd 5sp	8325	-	-	78	8	na
Lamborghini						
11/92; Direct Dlr; 1yr/Ul/n/a; Del £950						
Diablo 2dr 4460/2040 (14'8"/6'8")						
5.7 5sp	143937	-	-	492	20	na
Lancia						
1/93; 40 Dlrs; 1yr/Ul/6yrs; Del £450						

model length/width mm (feet'inches")	Price	Auto	PAS	BHP	Ins Gp	Deprec
Delta 5dr 3886/1702 (12'9"/5'7")						
2.0 HF Integrale 16v	23395	-	Δ	210	18	34
Dedra 5dr 4343/1702 (14'3"/5'7")						
1.6 ie 5sp	11850	-	Δ	90	11	38
1.8 ie 5sp	13350	-	Δ	110	12	36
2.0 ie 5sp	14825	a	Δ	120	13	37
2.0 Turbo 5sp	17995	-	Δ	165	15	37
Thema 4dr 4597/1753 (15'1"/5'9")						
2.0i 16v 5sp	17195	-	Δ	155	na	na
2.0 i Turbo LS 16v 5sp	22700	-	Δ	205	na	na
2.0 i LE 5sp	18795	-	Δ	155	na	na
a=£840						
Land Rover						
12/92; 130 Dlrs; 1yr/Ul/n/a; Del £395						
Defender 90 5dr 3833/1790 (12'9"/5'11")						
2.5 TDi diesel 5sp	15488	-	Δ	107	7	na
Defender 110 5dr 4599/1790 (15'1"/5'11")						
2.5 TDi County diesel 5sp	18495	-	Δ	107	7	na
Discovery 3dr 4521/1803 (14'10"/5'11")						
2.5 Tdi 5sp	17495	-	Δ	111	12	63
3.5 V8i 5sp	18174	b	Δ	164	13	52
Discovery 5dr 4521/1803 (14'10"/5'11")						
2.5 Tdi S 5sp	20400	-	Δ	111	12	63
3.5 V8i S 5sp	20994	b	Δ	164	13	51
Range Rover 5dr 4445/1778(14'7"/5'10") *4648/1778 (15'2"/5'10")						
2.5 Vogue turbo diesel 5sp	26783	-	Δ	112	14	61
3.9 Vogue V8 5sp	27839	a	Δ	185	14	51
3.9 Vogue SE V8 4sp	35419	Δ	Δ	185	15	50
4.2 Vogue LSE 4sp*	38393	Δ	Δ	200	15	na
a=£1056 b=£1200						
Lexus						
11/92; 61 Dlrs; 3yr/60.000miles/6yr; Del £330						
LS400 4dr 5004/1829 (16'5"/6')						
4.0 4sp	39999	Δ	Δ	241	18	40
Lotus						
2/93; 26 Dlrs; 1yr/UL/8yrs; Del £465						
Esprit 2dr 4343/1854 (14'3"/6'1")						
2.2 S4 5sp	46995	-	-	264	20	na
2.2 Sport 300 5sp	64995	-	-	300	20	na
Mahindra						
11/92; 90 Dlrs; 1yr/12,000 miles/n/a; Del dealer priced						
CJ 2dr 3302/1600 (10'10"/5'2") *3708 (12'2")						
2.1 340 4sp	6295	-	-	65	7	na
2.1 540 4sp*	6695	-	-	65	7	na
2.1 340 Sport 4sp	6495	-	-	65	7	na
2.1 540 Sport 4sp*	6995	-	-	65	7	na
2.1 MM740 Soft top 4sp	7295	-	-	65	7	na
2.1 MM740 Hard top 4sp	7595	-	-	65	7	na
Marcos						
11/92; 3 Dlrs; 1yr/Ul/n/a; Del dealer priced						
Mantara 2dr						
2.0i Coupe 5sp	22319	a	-	124	na	na
2.0i Spyder 5sp	22906	b	-	124	na	na
4.0 Coupe 5sp	23494	-	-	190	na	na
4.0 Spyder 5sp	24081	-	-	190	na	na
4.5 Coupe 5sp	29251	-	-	300	na	na
4.5 Spyder 5sp	29839	-	-	300	na	na
a=£581 b=£675						
*Cars not supplied fully built						
Maserati						
11/92; 1 Dlr; 2yr/Ul/6yrs; Del £450						
2dr 4140/1702 (13'7"/5'7")						
2.8 222SR 5sp	36340	n	Δ	225	20	na
2.8 222 4v 5sp	39335	a	Δ	279	20	na
Spyder 2dr 4039/1702 (13'3"/5'7")						
2.8 IE 5sp	36774	a	Δ	225	20	na
Shamal 2dr 4100/1850 (13'5"/6')						
3.2 6sp	58199	-	Δ	326	20	na
Saloon 4dr 4394/1727 (14'5"/5'8")						
2.8 430 5sp	36395	n	Δ	225	20	na
2.8 430 4v 5sp	39254	-	Δ	279	20	na
a=£995, n=no cost option						
Mazda						
1/93; 155 Dlrs; 3yr/60,000 miles/6yrs; Del £395						
323 3dr 3995/1675 (13'1"/5'6")						
1.3i LX 5sp	9419	-	Δ	75	8	55
323 4dr 4215/1675 (13'10"/5'6")						
1.6i GLX 5sp	12409	-	Δ	90	11	53
323 5dr 4260/1675(14'/5'6")						
1.6i GLX 5sp	11199	a	Δ	90	11	55
1.8i GT 5dr 5sp	15059	-	Δ	131	14	48
323 5dr estate 4225/1645 (13'10"/5'5")						
1.6i GLX 5sp	10789	-	Δ	90	11	55
626 4dr 4695/1750 (15'5"/5'9")						
1.8i GLX 5sp	12861	-	Δ	105	11	40
2.0i GLX 5sp	14887	b	Δ	115	12	40
626 5dr 4695/1750 (15'5"/5'9")						
1.8i GLX 5sp	13370	-	Δ	105	11	41
2.0i GLX 5sp	14887	b	Δ	115	12	40
2.5i GT 5sp	18224	b	Δ	165	15	39
626 estate 4600/1690 (15'1"/5'7")						
2.0i 5sp	15573	-	Δ	115	13	48
Xedos 6 4dr 4560/1700 (14'11"/5'7")						
2.0i V6 5sp	17509	c	Δ	146	16	40
2.0i V6 SE 5sp	19240	c	Δ	146	16	39
MX-3 3dr 4216/1702 (13'10"/5'7")						
1.6 4sp auto	13689	Δ	Δ	88	12	55
1.8 5sp	15729	-	Δ	134	15	55
MX-5 2dr 3988/1676 (13'1"/5'6")						
1.6 5sp	15780	-	Δ	115	12	55
1.6 SE 5sp	17076	-	Δ	115	12	55

New Car Prices

model length/width mm (feet'inches")	Price	Auto	PAS	BHP	Ins Gp	Deprec
MX-6 2dr 4615/1750 (15'1"/5'7")						
2.5 coupe 5sp	17471	b	Δ	162	16	42
RX-7 2dr 4293/1750 (14'1"/5'9")						
1.3 twin turbo coupe 5sp	32535	-	Δ	237	20	45
a=£760, b=£813 c=£900						
Mercedes-Benz						
1/93, 135 Dlrs; 1yr/Ul/n/a Del £235						
190 4dr 4445/1690 (14'7"/5'6")						
1.8 E 5sp	16900	a	Δ	109	12	60
2.0 E 5sp	19245	a	Δ	122	13	60
2.0 diesel 5sp	18700	a	Δ	75	12	69
2.5 diesel 5sp	21600	a	Δ	94	13	64
2.6 E 5sp	25700	a	Δ	160	15	49
W124 4dr 4765/1740 (15'7"/5'8")						
2.0 200E 4v 5sp	20400	a	Δ	136	na	62
2.2 220E 5sp	23900	a	Δ	150	na	60
2.5 250 diesel 5sp	23000	a	Δ	94	na	67
2.8 280E 5sp	28600	Δ	Δ	197	na	53
3.2 320E 5sp	33700	Δ	Δ	220	na	51
3.0 300 diesel 5sp	25900	Δ	Δ	113	na	65
5.0 500E 4sp (lhd)	57100	Δ	Δ	326	na	na
W124 2dr coupe 4655/1740 (15'3"/5'8")						
2.2 220CE 5sp	29000	c	Δ	150	na	65
3.2 320CE 5sp	38400	c	Δ	220	na	64
3.2 320CE convertible 5sp	45100	c	Δ	220	na	na
W124 5dr estate 4765/1740 (15'7"/5'8")						
2.0 200TE 4v 5sp	22900	a	Δ	136	na	58
2.2 220TE 5sp	26400	a	Δ	150	na	58
2.8 280 TE 5sp	31100	a	Δ	197	na	58
3.0 300 TD diesel 5sp	28500	-	Δ	113	na	65
3.2 320TE 5sp	34800	a	Δ	220	na	55
S-class 4dr 5115/1890 (16'9"/6'2")						
3.2 300SE 4sp	43200	Δ	Δ	231	17	40
4.2 400SE 4sp	52800	Δ	Δ	286	18	40
5.0 500SE 4sp	61800	Δ	Δ	326	19	37
S-class 4dr limousine 5207/1890 (17'1"/6'2")						
3.2 300SEL 4sp	45200	Δ	Δ	231	17	46
4.2 400SEL 4sp	54800	Δ	Δ	286	19	43
5.0 500SEL 4sp	63800	Δ	Δ	326	19	41
6.0 600SEL 4sp	88600	Δ	Δ	408	20	35
S-class 2dr coupe 5065/1895 (16'7"/6'2")						
5.0 500SEC 4sp	71700	Δ	Δ	326	20	na
6.0 600 SEC 4sp	93700	Δ	Δ	408	20	na
SL 2dr 4470/1810 (14'7"/5'11")						
3.0 300SL 5sp	51200	Δ	Δ	190	20	63
3.0 300SL-24v 5sp	55800	c	Δ	231	20	63
5.0 500SL 4sp auto	71500	Δ	Δ	326	20	63
6.0 600SL 4sp auto	92700	Δ	Δ	408	20	na
G-Wagen 3dr 4185/1990 (13'8"/6'6")						
3.0 300GDS 5sp	27406	b	Δ	113	14	40
3.0 300GES 5sp	29520	b	Δ	170	14	41
G-Wagen 5dr 4635/1990 (15'2"/6'6")						
3.0 300GDL 5sp	30073	b	Δ	113	14	40
3.0 300GEL 5sp	32187	b	Δ	170	14	40
a=£1030, b=£1292, c=£725 n=no cost option						
Mitsubishi						
1/93; 112 Dlrs; 3yr/Ul/6yrs; Del dealer priced						
Colt 3dr 3962/1702 (13'/5'7")						
1.3 GLi 5sp	8849	-	a	74	8	48
1.6 GLXi 5sp	10539	b	Δ	111	11	43
1.8 GTi-16v 5sp	12859	-	Δ	138	14	42
Lancer 5dr 4242/1676 (13'11"/5'6")						
1.6 GLXi 5sp	11619	d	Δ	111	9	47
1.8 GTi-16v 5sp	14339	-	Δ	138	13	43
Galant 4dr 4547/1702 (14'11"/5'7")						
1.8 GLS 5sp	10616	e	Δ	89	12	51
2.0 GLSi 5sp	12325	e	Δ	110	13	48
2.0 GTi-16v 5sp	14735	-	Δ	143	14	48
2.0 GTi-16v 4wd/4ws 5sp	17999	-	Δ	147	16	45
Galant 5dr coupe 4547/1702 (14'11"/5'7")						
2.0 GLSi 5sp	14552	e	Δ	110	13	49
2.0 GTi 4wd/4ws 5sp	18315	-	Δ	147	16	47
Sigma 4dr 4750/1778 (15'7"/5'7")						
3.0 4sp auto	25559	Δ	Δ	202	17	29
3000GT 2dr 4545/1840 (14'10"/6'1")						
3.0 GT 4ws 5sp	35099	-	Δ	281	20	na
Space Runner 5dr 4293/1702 (14'1"/5'7")						
1.8 GLXi 5sp	11829	d	Δ	121	13	65
Space Wagon 5dr 4521/1702 (14'10"/5'7")						
2.0 GLXi 5sp	13439	d	Δ	131	13	64
Shogun 3dr 4394/1778 (13'7"/5'10")						
2.5 turbo diesel 5sp	17889	-	Δ	98	13	63
3.0 V6 5sp	18209	f	Δ	147	13	62
Shogun 5dr 4724/1778 (15'6"/5'10")						
2.5 turbo diesel 5sp	21649	-	Δ	98	13	65
3.0 V6 5sp	21969	f	Δ	147	13	54
a=£350, b=£600, d=£700, e=£807, f=£580						
Morgan						
11/92; 19 Dlrs; 1yr/12,000 miles/n/a; Del included in price						
4/4 2dr 3886/1499 (12'9"/4'11")						
1.6 2-seater 2 5sp	15533	-	-	109	12	na
1.6 4-seater 2 5sp	16831	-	-	109	12	na
Plus 4 2dr 3886/1499 (12'9"/4'11")						
2.0 2-seater 5sp	19152	-	-	138	14	na
2.0 4-seater 5sp	20580	-	-	138	14	na
Plus 8 2dr 3962/1575 (13'/5'2")						
3.9 2-seater 5sp	24898	-	-	190	15	na
Nissan						
1/93; 200 Dlrs; 3yr/60,000 miles/6yr; Del £390						
Micra 3dr 3695/1585 (12'1"/5'2")						
1.0 L 5sp	6695	-	-	55	3	na
1.0 LX 5sp	7275	a	-	55	3	na
1.3 LX 5sp	7655	-	-	75	5	na
1.3 Super S 5sp	8650	-	-	75	5	na
Micra 5dr 3695/1585 (12'1"/5'2")						
1.0 L 5sp	7010	-	-	55	3	na
1.0 LX 5sp	7590	-	-	55	3	na
1.3 LX 5sp	7970	-	-	75	5	na
1.3 SLX 5sp	9175	a	f	60	5	na
Sunny 2dr 4241/1702 (13'11"/5'6")						
1.6 100NX 5sp	12245	b	Δ	90	na	53
Sunny 3dr 3975/1670 (13'/5'6")						
1.4 L 5sp	8420	-	-	82	7	54
1.4 LX 5sp	9520	-	c	82	8	55
1.6 SLX 5sp	10995	d	c	90	9	52
2.0 GTi 5sp	13995	-	Δ	143	15	51
2.0 GTi-R 5sp	20125	-	Δ	220	19	50
Sunny 4/5dr 4230/1670(13'11"/5'6")*/**5dr** 4145(13'7")						
1.4 L 5sp	8895	b	c	82	7	53
1.4 LX 5sp	9995	-	c	82	8	54
1.6 LX 5sp	10200	b	c	90	9	52
1.6SLX 5sp	10995	b	Δ	90	9	46
2.0LX diesel 5sp	10550	-	Δ	75	9	56
Sunny 5dr estate 4175/1665 (13'8"/5'5")						
1.6 LX 5sp	10830	-	c	90	9	49
Primera 4/5dr 4394/1702 (14'5"/5'7")						
1.6 L 5sp	10395	-	-	95	9	41
1.6 LX 5sp	11910	-	Δ	90	9	41
1.6 SLX 5sp	12360	-	Δ	90	9	41
2.0 LX 5sp	12650	b	Δ	116	12	41
2.0LX diesel 5sp	12190	-	Δ	75	9	42
2.0 SLX 5sp	13100	b	Δ	116	12	41
2.0 SLX diesel 5sp	12640	b	Δ	75	9	42
2.0 SGX 5sp	14995	b	Δ	116	12	41
2.0 GT 5sp	16695	-	Δ	150	13	40
Primera 5dr estate 4470/1702 (14'8"/5'7")						
2.0 LX 5sp	13535	b	Δ	116	12	45
1.6 LX 5sp	12795	-	Δ	90	9	41
2.0 SLX 5sp	13985	b	Δ	116	12	41
Maxima 4dr 4780/1760 (15'8"/5'9")						
3.0 4sp	16315	Δ	Δ	170	14	41
3.0 S 4sp	18795	Δ	Δ	170	14	41
3.0 SE 4sp -	20595	Δ	Δ	170	14	39
200SX 2dr 4547/1702 (14'11"/5'7")						
1.8 turbo 5sp	16885	b	Δ	166	16	50
300ZX 3dr 4064/1626 (14'10"/5'11")						
3.0 Targa Twin Turbo	32565	Δ	Δ	263	18	41
Serena 4dr 4315/1695 (14'2"/5'7")						
1.6 LX 5sp	12950	-	Δ	96	na	na
2.0 LX diesel 5sp	12950	-	Δ	65	na	na
2.0 SLX 5sp	15350	-	Δ	126	na	na
2.0 SLX diesel 5sp	14650	-	Δ	65	na	na
2.0 SGX 5sp	17750	-	Δ	126	na	na
Patrol 3dr 4150/1690 (13'7"/5'7")						
3.0 HT 5sp	12850	-	Δ	136	10	56
2.8 HT turbo diesel5sp	14190	-	Δ	115	10	53
Patrol 5dr 4770/1690 (15'8"/5'7") *(16'3"/6'4")						
2.8 HT tr'bo d'sl estate 5sp	16100	-	Δ	115	10	53
4.2 GR estate 5sp*	19995	e	Δ	170	12	54
a=£600 b=£750 c=£350 d=£750 e=£750, f=£330						
Peugeot						
12/92; 400 Dlrs; 1yr/Ul/6yrs; Del £405						
106 3dr 3556/1575 (11'8"/5'2")						
1.1i XN 4sp	6995	-	-	60	4	51
1.1i XR 5sp	7595	-	-	60	5	49
1.1i XT 5sp	8485	-	-	60	5	48
1.4i XT 5sp	8975	-	-	75	7	48
1.4i XSi 5sp	9945	-	-	100	10	46
1.4 XND 5sp	7225	-	-	53	5	57
1.4 XRD diesel 5sp	7595	-	-	53	6	56
106 5dr 3556/1575 (11'8"/5'2")						
1.1i XN 4sp	7350	-	-	60	4	51
1.1i XR 5sp	7950	-	-	60	5	49
1.1i XT 5sp	8840	-	-	60	5	48
1.4i XT 5sp	9330	-	-	75	7	48
1.4 XND 5sp	7580	-	-	53	5	57
1.4 XRD diesel 5sp	7950	-	-	53	6	56
205 3dr 3708/1575 (11'10"/5'2")						
1.1i Junior 5sp	7265	-	-	55	6	53
1.8 Junior diesel 5sp	7610	-	a	60	8	60
1.6i XL 4sp auto	9185	Δ	a	89	6	47
1.8 XLD diesel 5sp	8025	-	a	60	8	59
1.4i XR 5sp	9090	-	-	75	7	na
1.8 XR turbo diesel 5sp	8990	-	a	78	8	na
1.8 turbo diesel 5sp	9730	-	a	78	8	58
1.9 GTi 5sp	11905	-	-	130	14	43
1.4i CJ 5sp conv	11200	-	-	75	9	44
1.9 CTi 5sp conv	13780	-	-	105	14	44
205 5dr 3708/1575 (12'2"/5'2")						
1.1i Junior 5sp	7620	-	a	55	6	51
1.8 Junior diesel 5sp	7965	-	a	60	8	62
1.1i GL 5sp	8040	-	-	55	6	52
1.8 GLD diesel 5sp	8380	-	a	60	8	62
1.4i GR 5sp	9445	-	-	75	7	50
1.8 GRD turbo diesel 5sp	9345	-	a	78	8	59
1.6i 4sp auto	10710	Δ	a	80	6	46
309 5dr 4039/1626 (13'3"/5'4")						
1.4i Style 5sp	8895	-	a	75	6	45
1.9 Style diesel 5sp	9150	-	a	65	8	59
1.4i GL 5sp	9485	-	-	75	7	41
1.6i GL 4sp auto	10580	Δ	a	89	7	38
1.9 GLD diesel 5sp	9685	-	a	65	8	58
1.8 GLD turbo diesel 5sp	10285	-	Δ	78	8	59
1.4i GLX 5sp	9720	-	-	75	7	41
1.8 GLX turbo diesel 5sp	10515	-	Δ	78	8	59
405 4dr 4394/1702 (14'5"/5'7")						
1.4i Style 5sp	9895	-	-	75	6	46
1.6i Style 5sp	10170	-	a	90	6	46
1.9 Style diesel 5sp	10245	-	a	71	7	55
1.4i GL 5sp	11125	-	Δ	75	6	na
1.6i GL 5sp	11435	-	Δ	90	6	41
1.6i GL 4sp auto	12145	Δ	Δ	90	6	38
1.8 GL 5sp	11755	-	Δ	103	8	41
1.9 GLD diesel 5sp	11510	-	Δ	71	8	56
1.9 GLD turbo diesel 5sp	12110	-	Δ	92	na	50
1.6i GR 5sp	12765	-	Δ	90	7	41
1.8i GR 5sp	13085	b	Δ	103	8	42
2.0 GRi 5sp	13405	b	Δ	123	na	na
1.9 GRD diesel 5sp	12840	-	Δ	71	8	52
1.9 GRD turbo diesel 5sp	13440	-	Δ	90	na	49
2.0 SRi 5sp	14250	-	Δ	123	9	40
2.0 STi 5sp	16030	b	Δ	123	9	na
1.9 STD turbo diesel 5sp	16055	-	Δ	92	na	na
2.0 Mi16 5sp	16815	b	Δ	155	14	39
405 5dr estate 4394/1728 (14'5"/5'8")						
1.6i Style 5sp	11120	-	-	90	6	42
1.9 Style diesel 5sp	11195	-	-	71	7	56
1.6i GL 5sp	12385	b	Δ	90	6	43
1.8i GL 5sp	12705	-	Δ	103	8	44
1.9 GLD diesel 5sp	12460	-	Δ	71	8	54
1.9 GLD turbo diesel 5sp	13060	-	Δ	92	8	52
1.8i GR 5sp	14035	b	Δ	103	7	44
2.0 GRi 5sp	14355	b	Δ	123	12	na
1.9 GRD diesel 5sp	13790	-	Δ	71	8	54
1.9 GRD turbo diesel 5sp	14390	-	Δ	90	na	52
2.0 STi 5sp	16980	b	Δ	123	na	na
1.9 STD turbo diesel 5sp	17005	-	Δ	90	8	na
605 4dr 4724/1803 (15'6"/5'11")						
2.0 SLi 5sp	16595	c	Δ	122	12	41
2.1 SLD turbo 5sp	17995	-	Δ	110	12	52
2.0 SRi 5sp	17795	c	Δ	122	12	39
2.1 SRD turbo 5sp	19195	c	Δ	110	12	51
2.0 SVi 5sp	18450	c	Δ	122	12	42
2.1 SVD turbo 5sp	19850	c	Δ	110	12	51
3.0 SV 4sp	22130	Δ	Δ	170	14	34
3.0 SVE auto	26355	Δ	Δ	170	14	35
3.0 SVE 24 5sp	27135	-	Δ	200	14	35
a=£380, b=£710, c=£745						
Porsche						
11/92; 30 Dlrs; 2yr/Ul/10yrs; Del included in price						
968 3dr 4320/1735 (14'2"/5'9")						
3.0 6sp	33547	-	Δ	240	20	48
3.0 Club Sport 6sp	28750	-	Δ	240	20	na
968 2dr cabriolet 4320/1735 (14'2"/5'9")						
3.0 5sp	37175	-	Δ	240	20	44
911 Carrera 2 2dr 4293/1651 (14'1"/5'5")						
3.6 coupe 5sp	46378	a	Δ	250	20	41
3.6 targa 5sp	48555	a	Δ	250	20	41
3.6 cabriolet 5sp	52202	a	Δ	250	20	45
3.6 RS Lightweight 5sp	58656	-	Δ	260	20	40
3.6 Turbo look cabrio 5sp	64982	a	Δ	250	20	na
911 Carrera 4 2dr 4293/1651 (14'1"/5'5")						
3.6 coupe 5sp	53133	-	Δ	250	20	49
3.6 targa 5sp	55311	-	Δ	250	20	47
3.6 cabriolet 5sp	58960	-	Δ	250	20	40
911 Turbo 2dr 4293/1651 (14'1"/5'5")						
3.3 coupe 5sp	72294	-	Δ	320	20	40
928 3dr 4521/1829 (14'10"/6')						
5.4 GTS 5sp	62398	n	Δ	350	20	40
a=£2499, n=no cost option						
Proton						
11/92; 200 Dlrs; 2yr/50,000 miles/6yrs; Del £320						
Saloon 4dr 4318/1600 (14'2"/5'4")						
1.3 GE 5sp	6790	-	-	74	7	47
1.3 GL 5sp	7450	-	b	74	7	48
1.3 GLS 5sp	7990	-	b	74	7	47
1.5 GL 5sp	8190	a	Δ	89	7	46
1.5 GLS 5sp	8490	a	Δ	89	7	47
1.5 SE 5sp	9150	a	Δ	89	8	49
Aeroback 5dr 4140/1626 (13'7"/5'4")						
1.3 GE 5sp	7150	-	-	74	7	47
1.3 GL 5sp	7750	-	b	74	7	47
1.3 GLS 5sp	8350	-	b	74	7	46
1.5 GL 5sp	8550	-	Δ	89	7	45
1.5 GLS 5sp	8790	-	Δ	89	7	45
1.5 SE 5sp	9450	a	Δ	89	8	49
a=£675 b=£350						
Reliant						
11/92; 120 Dlrs; 1yr/Ul/n/a; Del £200						
Rialto 3dr 3404/1702 (11'2"/4'9")						
0.85 SE 4sp	6076	-	-	40	-8	na
Robin 3dr 3404/1702 (11'2"/4'9")						
0.85 LX 4sp	6333	-	-	40	6	na
Scimitar 3866/1575 (12'7"/5'2")						
1.4 conv 5sp	11039	-	-	75	7	na
1.8 Sabre conv 5sp	14303	-	-	135	12	na
Renault						
1/93; 270 Dlrs; 1yr/Ul/6yrs; Del £380						
5 3dr 3581/1575 (11'9"/5'2")						
1.4 Campus 5sp	5775	-	-	60	4	52
Clio 3dr 3708/1626 (12'2"/5'4")						
1.2 RL 4sp	6915	-	-	60	4	58
1.2 RN 5sp	8235	-	-	60	4	58
1.4 RT 5sp	9170	b	a	80	5	54
1.7 16v 5sp	12565	-	Δ	137	11	47
1.9 RL diesel 5sp	7365	-	a	65	5	63
Clio 5dr 3708/1626 (12'2"/5'4")						
1.2 RL 4sp	7220	-	-	60	4	63
1.2 RN 5sp	8540	-	-	60	4	56
1.4 RN 5sp	8870	b	a	80	5	56

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model length/width mm (feet'inches")	Price	Auto	PAS	BHP	Ins Gp	Deprec
1.4 RT 5sp	9475	b	a	80	5	56
1.8 RT 5sp	10570	-	a	95	7	53
1.9 RN diesel 5sp	8870	-	a	65	5	63
1.9 RT diesel 5sp	9775	-	a	65	5	63
1.4 Baccara auto	13280	Δ	Δ	80	6	49
19 3dr 4166/1676 (13'8"/5'6")						
1.4 RL 4sp	7905	-	-	60	7	44
1.8 16v 5sp	13156	-	Δ	137	15	41
19 2dr convertible 4166/1676 (13'8"/5'6")						
1.8 5sp	13900	c	Δ	95	13	34
1.8 16v 5sp	15900	-	Δ	137	15	33
19 saloon 4dr 4267/1702 (14'/5'7")						
1.4 RL 5sp	8475	-	-	60	7	42
1.9 diesel 5sp	8970	-	a	65	10	59
1.4 RN 5sp	10320	-	Δ	80	9	42
1.4 RT 5sp	11080	-	Δ	80	9	36
1.8 RT 5sp	11920	c	Δ	95	13	41
1.9 RT turbo diesel 5sp	11920	-	Δ	93	10	58
1.8 16v 5sp	13155	-	Δ	137	15	40
19 5dr 4166/1676 (13'8"/5'6")						
1.4 RL 5sp	8300	-	-	80	7	38
1.4 RN 5sp	10145	-	Δ	80	7	47
1.4 RT 5sp	10905	-	Δ	80	10	44
1.8 RT 5sp	11745	-	Δ	95	11	43
1.9 RL diesel 5sp	8795	-	a	65	10	59
1.9 RN diesel 5sp	10145	-	Δ	65	10	59
1.9 RN turbo diesel 5sp	10915	-	Δ	93	10	58
1.9 RT turbo diesel 5sp	11745	-	Δ	93	11	58
21 5dr 4470/1702 (14'8"/5'7")						
1.7 TS 5sp	9880	-	Δ	92	9	37
1.7 GTS 5sp	11845	c	Δ	92	9	38
1.9 GTD diesel 5sp	11745	-	Δ	65	9	48
2.0 GTX 5sp	12585	c	Δ	120	11	37
21 Savanna 5dr 4648/1702 (15'3"/5'7")						
1.7 TS 5sp	10870	-	-	92	9	41
1.7 GTS 5sp	12285	c	Δ	92	9	40
2.0 GTX 5sp	13280	c	Δ	120	12	40
1.9 GTD diesel 5sp	12285	-	Δ	65	9	52
Safrane 5dr 4734/1818 (15'6"/5'11")						
2.0 RT 5sp	18500	d	Δ	135	na	na
3.0 RXE 4sp	25650	Δ	Δ	170	na	na
Espace 5dr 4420/1803 (14'8"/5'11")						
2.0 RN 5sp	16095	-	Δ	105	14	55
2.0 RT 5sp	16995	-	Δ	105	14	58
2.9 RT 5sp	21595	-	Δ	153	15	51
2.0 RXE 5sp	18795	-	Δ	105	14	59
2.9 RXE 5sp	24595	-	Δ	153	15	51
A610 2dr 4318/1753 (14'2"/5'9")						
3.0 V6 turbo 5sp	36460	-	Δ	250	18	43
a=£350, b=975, c=£710, d=£750						
Rolls-Royce						
11/92; 35 Dlrs; 3yr/50,000/n/a; Del dealer priced						
4dr 5385/1880 (17'8"/6'2")						
6.8 Silver Spirit II 4sp	95986	Δ	Δ	na	20	na
6.8 Silver Spur II 4sp	114938	Δ	Δ	na	20	na
6.8 Corniche conv 4sp	164347	Δ	Δ	na	20	na
Rover						
12/92;726 Dlrs; 1yr/Ul/6yrs; Del £380						
Mini 2dr 3048/1397 (10'/4'7")						
1.3 Sprite	5250	a	-	50	3	55
1.3 Mayfair	6395	a	-	50	4	54
1.3i Cooper 4sp	6995	-	-	63	6	56
Metro 3dr 3531/1575 (11'7"/5'2")						
1.1 Quest 4sp	5995	-	-	60	4	61
1.1C 5sp	6670	-	-	60	4	65
1.4 C diesel 5sp	6870	-	-	52	5	na
1.1L 5sp	7520	-	-	60	4	na
1.4 L diesel 5sp	7720	-	-	52	6	55
1.1S 5sp	8255	-	-	60	5	50
1.4 Li 5sp	8670	Δ	-	75	5	43
1.4Si 5sp	8820	h	-	75	6	44
1.4GTi 16v 5sp	9995	-	-	103	11	46
Metro 5dr 3531/1575 (11'7"/5'2")						
1.1 Quest 4sp	6355	-	-	60	4	61
1.1C 5sp	7030	-	-	60	4	65
1.4 C diesel 5sp	7230	-	-	52	5	na
1.1L 5sp	7880	-	-	60	4	na
1.4 L diesel 5sp	8080	-	-	52	6	55
1.1S 5sp	8610	-	-	60	5	50
1.4 Li 5sp	9030	Δ	-	75	5	43
1.4Si 5sp	9180	h	-	75	6	44
1.4GSi 5sp	10226	-	-	103	11	46
Maestro 4013/1676 (13'2"/5'6") *4039 (13'3")						
1.3 Clubman 4sp	7795	-	-	69	6	38
1.3 LX 5sp*	8783	-	-	69	7	36
2.0 Clubman turbo diesel*	8495	-	b	81	9	na
2.0 LX turbo diesel 5sp	9369	-	b	81	9	na
Montego saloon 4470/1702 (14'8"/5'7")						
2.0 D Clubman	9839	-	b	81	11	na
2.0 DLX turbo diesel 5sp	10732	-	b	81	11	48
2.0 DSLX turbo diesel 5sp	11688	-	Δ	81	11	47
2.0 LXi 5sp	10939	e	d	104	11	35
2.0 SLXi 5sp	11884	e	Δ	104	11	34
Montego estate 4470/1702 (14'8"/5'7")						
2.0 D Clubman 5sp	11195	-	b	81	11	na
2.0 DLX turbo diesel 5sp	12295	-	b	81	11	51
2.0 DSLX turbo diesel 5sp	12816	-	Δ	81	11	50
2.0 LXi 5sp	12595	e	d	104	11	36
2.0 SLXi 5sp	13022	e	Δ	104	11	35
2.0 D Countryman 5sp	13995	-	Δ	81	11	50
2.0i Countryman 5sp	14295	e	Δ	104	12	35
200 2dr cabriolet 4216/1676 (14'0"/5'6")						
1.4 214 5sp	13275	-	g	103	10	36
1.6 216 5sp	15415	a	Δ	122	12	35
200 2dr coupe 4270/1680 (13'10"/5'6")						
1.6 216 5sp	14475	-	Δ	111	14	na
2.0 220 5sp	16645	-	Δ	136	15	na
2.0 220 Turbo 5sp	18405	-	Δ	200	17	na
200 3dr 4216/1676 (13'10"/5'6")						
1.4 214Si 5sp	9975	-	g	103	8	52
1.6 216v GTi 5sp	11935	-	g	122	14	47
2.0 220GTi 5sp	14375	-	Δ	136	15	46
2.0 220 GTi Turbo 5sp	16625	-	Δ	200	na	na
200 5dr 4216/1676 (13'10"/5'6")						
1.4 214Si 5sp	10475	-	g	103	8	51
1.4 214SLi 5sp	11425	-	g	103	9	48
1.4 214GSi 5sp	11995	-	g	103	9	47
1.6 216SLi 5sp	12060	e	g	111	11	46
1.6 216GSi 5sp	12605	e	g	111	11	46
1.6 216GTi 5sp	14750	-	Δ	122	14	47
1.8 218SD 5s	10475	-	g	67	9	61
1.8 218SLD turbo 5sp	12455	-	Δ	88	10	60
400 4dr 4369/1676 (14'4"/5'6")						
1.4 414Si 5sp	10765	-	g	103	8	49
1.4 414SLi 5sp	11715	-	g	103	9	46
1.6 416Si 5sp	11715	e	g	111	10	49
1.6 416SLi 5sp	12350	e	g	111	11	46
1.6 416GSi 5sp	12895	e	g	111	11	47
1.8 418SLD 5sp	11715	-	Δ	67	9	56
1.8 418SLD turbo 5sp	12645	-	Δ	88	10	59
1.8 418GSD turbo 5sp	13272	-	Δ	88	10	58
2.0 420 SLi 5sp	13050	-	Δ	136	13	47
2.0 420 GSi 5sp	13695	-	Δ	136	13	47
2.0 420 GSi Exec 5sp	15210	-	Δ	136	14	47
2.0 420 GSi Sport 5sp	15210	-	Δ	136	15	47
2.0 420 GSi Turbo 5sp	17930	-	Δ	200	na	na
800 4/5dr 4877/1956 (16'/6'5")						
2.0 820i 5sp	16695	f	Δ	136	11	43
2.0 820Si 5sp	18395	f	Δ	136	11	40
2.0 820SLi 5sp	19995	f	Δ	136	11	49
2.0 Vitesse 5sp	19695	-	Δ	180	15	41
2.5 825D 5sp	18595	-	Δ	118	11	59
2.5 825SD 5sp	20295	-	Δ	118	11	57
2.5 825SLD 5sp	22295	-	Δ	118	11	55
2.7 827Si 5sp	22595	n	Δ	169	14	41
2.7 827SLi 5sp	24795	n	Δ	169	14	35
2.7 Sterling 5sp	26995	Δ	Δ	169	14	35
800 coupe 4880/1900 (16'/6'3")						
2.7 800 5sp	29539	Δ	Δ	169	14	33
a=£918, b=£304, d=£309, e=£872, f=£727, g=£360, h=794 n=no cost option						
Saab						
12/92; 104 Dlrs; 1yr/Ul/6yrs; Del £370						
900 16v 3dr 4750/1727 (15'7"/5'8")						
2.0i 5sp	13495	a	Δ	128	14	45
2.0i SE 5sp	15595	a	Δ	128	14	45
2.0i Aero 5sp	15595	a	Δ	128	14	44
2.0i S Aero 5sp	17395	a	Δ	145	14	44
2.0i SE LPT 5sp	16595	a	Δ	145	14	42
2.0 S Turbo 5sp	18995	a	Δ	175	18	55
2.0 conv 5sp	18995	a	Δ	128	14	55
2.0 S conv 5sp	21495	a	Δ	145	14	55
2.0 S turbo conv	26995	a	Δ	175	18	56
900 16v 5dr 4750/1727 (15'7"/5'8")						
2.0i SE 5sp	16395	a	Δ	128	14	45
2.0 SE LPT 5sp	17395	a	Δ	145	14	45
9000 CS 5dr 4670/1778 (15'5"/5'10")						
2.0i CS 5sp	17245	b	Δ	130	14	44
2.0i CSE 5sp	18750	b	Δ	130	14	44
2.0i CS Eco Power 5sp	18750	b	Δ	150	15	44
2.0i CSE Eco Power 5sp	19995	b	Δ	150	14	44
2.3i CSE 5sp	23995	b	Δ	150	14	43
2.3 CS turbo 5sp	24295	b	Δ	200	16	43
2.3 CSE turbo 5sp	26995	n	Δ	200	16	44
2.3 Aero 5sp	29995	b	Δ	225	na	na
CD 4dr 4775/1753 (15'8"/5'9")						
2.0 CD 5sp	17245	b	Δ	130	14	47
2.0 CDE 5sp	18750	b	Δ	130	14	46
2.0 CD Eco Power 5sp	18750	b	Δ	150	15	47
2.0 CDE Eco Power 5sp	19995	b	Δ	150	15	45
2.3 CDE 5sp	23995	n	Δ	150	14	46
2.3 CD turbo 5sp	24295	n	Δ	200	16	41
2.3 CDE turbo 5sp	26995	n	Δ	200	16	42
2.3 Griffin 5sp	29995	n	Δ	220	17	na
a=£795, b=£935, n=no cost option						
Sao						
11/92; 111 Dlrs; 1yr/Ul/6yrs; Del £405						
Penza 4191/1651 (13'9"/5'5")						
1.3 4dr 5sp	6623	-	-	64	8	na
1.3 5dr 5sp	6479	-	-	64	8	na
Seat						
1/93; 135 Dlrs; 1yr/Ul/6yrs; Del £390						
Marbella 3dr 3480/1473 (11'5"/4'10")						
0.9 5sp Special	4411	-	-	41	1	44
Ibiza 3dr 3683/1600 (12'1"/5'3")						
1.2i CLX 5sp	5995	-	-	63	5	45
1.2i SLX 5sp	6695	-	-	63	5	46
1.5i SXi 5sp	7995	-	-	100	9	43
1.7i Sportline 5sp	8595	-	-	102	9	43
1.7 SLX diesel 5sp	6995	-	-	57	7	59
Ibiza 5dr 3683/1600 (12'1"/5'3")						
1.2i CLX 5sp	6395	-	-	63	5	47
1.2i SLX 5sp	6995	-	-	63	5	43
1.5i GLX 5sp	7995	-	-	90	9	43
1.7 SLX diesel 5sp	7395	-	-	57	7	58
Toledo 5dr 4321/1662 (14'2"/5'5")						
1.6 CLi 5sp	8695	-	Δ	75	8	38
1.8 GLi 5sp	9695	-	Δ	90	9	39
1.8 GLXi 5sp	10695	-	Δ	90	10	40
2.0 GTi 5sp	12995	a	Δ	115	12	41
1.8 GTi 16v 5sp	14695	-	Δ	136	14	41
1.9 CL diesel 5sp	9695	-	Δ	68	9	48
1.9 TD GLX 5sp	10995	-	Δ	75	9	na
a=£700						
Skoda						
11/92; 259 Dlrs; 2yr/Ul/n/a; Del £300						
Favorit 5dr 3810/1626 (12'6"/5'4") *4166 (13'8")						
1.3 Forum 5sp	4429	-	-	61	6	na
1.3 Forum Plus 5sp	4932	-	-	61	6	na
1.3 Forum 5sp est*	5229	-	-	61	6	na
1.3 LS 5sp	5507	-	-	61	6	na
1.3 LS Flairline 5sp	6034	-	-	61	6	na
1.3 LS 5sp est*	5998	-	-	57	6	na
Subaru						
1/93; 140 Dlrs; 1yr/Ul/6yrs; Del £300						
Justy 3dr 3695/1535 (12'1"/5')						
1.2 Si 4wd 5sp	7799	a	-	67	6	64
1.2 Si JEM 4wd 5sp	8199	a	-	67	7	56
Justy 5dr 3695/1535 (12'1"/5')						
1.2 GLi 4wd 5sp	8099	a	-	67	7	63
1.2 GLi JEM 4wd 5sp	8499	a	-	67	7	63
Vivio 5dr 3295/1395 (10'10"/4'7")						
0.658 GLi 4wd 5sp	6697	-	-	43	na	na
Legacy 4dr 4521/1702 (14'10"/5'7")						
2.0 GL 4wd 5sp	13149	b	Δ	123	13	40
2.0 turbo 4wd 5sp	18499	-	Δ	197	17	31
2.2 GX 4wd 5sp	16199	b	Δ	134	14	31
Legacy 5dr estate 4597/1702 (15'1"/5'7")						
2.0 GL 4wd 5sp	14649	b	Δ	123	13	56
2.0 turbo 4wd 5sp	18998	-	Δ	197	17	48
2.2 GX 4wd 5sp	17399	b	Δ	134	14	48
SVX 2dr 4625/1770 (15'2"/5'9")						
3.3 4ws 4sp	27999	Δ	Δ	226	18	44
a=£700, b=£1000						
Suzuki						
1/93; 124 Dlrs; 1yr/Ul/n/a; Del £350						
Swift 3dr 3708/1575 (12'2"/5'2")						
1.3 GS 5sp	7850	-	-	67	9	61
1.3 GTi 5sp	9350	-	-	100	11	53
Swift 5dr 4064/1575 (13'4"/5'2")						
1.3 GLX 5sp	7950	a	-	67	9	56
Samurai 2dr 3429/1524 (11'3"/5') *4013 (13'2")						
1.3 Sport Soft Top 5sp	7799	-	-	63	6	68
Vitara 3dr 3607/1626 (11'10"/5'4") *4039 (13'3")						
1.6 JLX Soft-top 5sp	10350	-	-	74	7	62
1.6 JLX SE 5sp	11450	a	Δ	80	7	61
1.6 JLX 5dr est 5sp*	12950	b	Δ	95	7	61
a=£625, b=£825						
Toyota						
1/93; 230 Dlrs; 3yr/60,000 miles/6yrs; Del £330						
Starlet 3dr 3708/1600 (12'2"/5'3")						
1.3 GLi 5sp	8750	-	-	74	na	na
Corolla 3dr 4095/1685 (13'5"/5'7")						
1.3 XLi 5sp	9398	-	Δ	87	11	55
1.3 GLi 5sp	10199	a	Δ	87	11	55
1.8 GXi 5sp	13299	-	Δ	118	na	na
Corolla 4dr 4270/1685 (13'10"/5'7")						
1.3 GLi 5sp	10799	-	Δ	87	11	54
1.6 GLi 5sp	11298	a	Δ	113	13	54
Corolla 5dr 4095/1685 (13'10"/5'7") *4295 (14'1")						
1.3 XLi 5sp	9799	-	Δ	87	11	na
1.3 GLi Liftback 5sp*	11099	a	Δ	87	11	54
1.6 GLi Liftback 5sp*	11598	a	Δ	113	13	54
1.6 GLi Executive Liftback	13198	a	Δ	113	13	55
Corolla 5dr estate 4260/1685 (13'10"/5'7")						
1.3 GLi 5sp	11099	-	Δ	87	11	54
Carina 4dr 4530/1695 (14'10"/5'6")						
1.6 Xi 5sp	10398	-	Δ	106	10	52
1.6 XLi 5sp	11899	-	Δ	106	10	52
2.0 XLi diesel 5sp	12198	-	Δ	72	10	60
1.6 GLi 5sp	13098	b	Δ	106	10	52
2.0 GLi 5sp	13799	b	Δ	131	13	52
2.0 Executive 5sp	15399	b	Δ	131	14	52
2.0 GTi 5sp	16499	-	Δ	155	15	52
Carina 5dr 4530/1695 (14'10"/5'6")						
1.6 Xi 5sp	10799	-	Δ	106	10	52
1.6 XLi 5sp	12298	-	Δ	106	10	52
2.0 XLi diesel 5sp	12599	-	Δ	72	10	62
1.6 GLi 5sp	13499	b	Δ	106	10	52
2.0 GLi 5sp	14298	b	Δ	131	13	46
2.0 Executive 5sp	15799	b	Δ	131	14	46
2.0 GTi 5sp	16898	-	Δ	155	15	46
Camry 4dr 4724/1778 (15'6"/5'10")						
2.2 GL 5sp	17499	c	Δ	134	13	45
3.0 GX 4sp auto	22299	Δ	Δ	185	14	40
Camry estate 4724/1778 (15'6"/5'10")						
2.2 GL 5sp	18998	c	Δ	134	13	41
3.0 GX 4sp	23498	Δ	Δ	185	15	41
MR2 2dr 4166/1702 (13'8"/5'7")						
2.0 GT 5sp	16998	-	Δ	158	16	54
2.0 GT T-bar 5sp	18399	-	Δ	158	16	51
Celica 3dr 4420/1753 (14'6"/5'9")						
2.0 GT 5sp	18499	-	Δ	154	15	55
2.0 GT-Four 4wd 5sp	24999	-	Δ	201	17	46
Supra 3dr 4623/1753 (15'2"/5'9")						
3.0 5sp	22498	d	Δ	184	16	42
3.0 turbo 5sp	25799	d	Δ	234	17	39
Previa 4dr 4750/1803 (15'7"/5'11")						
2.4 5sp	18798	e	Δ	133	13	56
Landcruiser 3dr 4089/1778 (13'5"/5'10")						
2.4 5sp	18599	-	Δ	88	12	60
Landcruiser 5dr 4775/1905 (15'8"/6'3")						

New Car Prices

model length/width mm (feet'inches")	Price	Auto	PAS	BHP	Ins Gp	Deprec
4.2 VX 5sp	29998	f	Δ	159	12	60

a=£599, b=£799, c=869, d=£998, e=£1098, f=£3892

TVR

1/93; 22 Dlrs; 1yr/12,000 miles/n/a; Del dealer priced

S 2dr convertible 3962/1676 (13'/5'6")						
2.9 S4C 2dr 5sp	21950	-	-	168	20	na
4.0 V8S 2dr 5sp	24200	-	-	240	20	na
Chimaera 2dr convertible 3892/1943 (12'9"/6'4")						
4.0 2dr 5sp	26250	-	-	240	20	na
4.3 2dr 5sp	28950	-	-	280	20	na

Vauxhall

11/92; 600 Dlrs; 1yr/Ul/6yrs; Del £373

Nova 3dr 3632/1524 (11'11"/5')						
1.2i Spin 4sp	5945	-	-	45	3	62
1.2i Swing 4sp	6935	-	-	45	3	62
1.2i Trip 4sp	6955	-	-	45	3	61
1.2i Merit 4sp	7855	-	-	45	3	55
1.4i Merit 4sp	8245	-	-	60	5	56
1.2i Flair 4sp	8280	-	-	45	3	56
1.2i L 5sp	8610	-	-	45	3	53
1.4i Flair 5sp	8490	-	-	60	5	56
1.4i SRi 5sp	9750	-	-	82	7	53
1.4i L 5sp	8815	-	-	60	6	53
1.5 D Merit 5sp	8090	-	-	50	5	54
1.5 TD Merit 5sp	8915	-	-	67	6	53
1.5 SX turbo diesel 5sp	8995	-	-	67	6	48
1.2i SX 4sp	8120	-	-	45	3	56
1.6i GSi 5sp	11360	-	-	100	11	46
Nova 4dr 3632/1524 (11'11"/5')						
1.2i Spin4sp	6090	-	-	45	4	46
1.2i Trip 4sp	7130	-	-	45	4	45
Nova 5dr 3632/1524 (11'11"/5')						
1.2i Swing 4sp	7080	-	-	45	3	61
1.2i Merit 4sp	8185	-	-	45	4	54
1.2i L 5sp	8940	-	-	45	4	53
1.4i Merit 4sp	8575	-	-	60	5	54
1.4i L 5sp	9145	-	-	60	6	53
1.5 D Merit 5sp	8420	-	-	50	6	54
1.5 TD Merit 5sp	9245	-	-	67	6	53
Astra 3dr 4064/1690 (13'4"/5'6")						
1.4 Merit 5sp	8580	-	b	60	6	50
1.4 L 5sp	9055	-	b	60	6	53
1.4 LS 5sp	9325	-	b	60	6	55
1.4 LS (82bhp) 5sp	9780	a	b	82	8	53
1.4 Si 5sp	10220	a	b	82	8	52
1.6i Si 5sp	10615	a	b	100	10	52
1.7D Merit diesel 5sp	8775	-	b	57	8	61
2.0 SRi 5sp	12645	-	Δ	115	13	52
2.0 GSi 5sp	15320	-	Δ	148	15	37
Astra convertible 4064/1676 (13'4"/5'6")						
1.6 convertible 5sp	11100	-	Δ	75	10	46
2.0i convertible 5sp	12726	-	Δ	115	15	40
Astra 4dr saloon 4241/1690 (13'11"/5'6")						
1.4i Merit 5sp	9105	-	b	60	6	44
1.4i (82bhp) Merit 5sp	9410	a	b	82	6	na
1.4i L 5sp	9585	-	b	60	6	48
1.4i LS 5sp	9850	-	b	60	8	49
1.4i LS (82bhp) 5sp	10305	a	b	82	8	na
1.4i GLS 5sp	10900	a	Δ	82	8	44
1.4 Si 5sp	10745	a	b	82	8	48
1.4i CD 5sp	12265	a	Δ	82	9	47
1.6i GLS 5sp	11295	a	Δ	100	10	46
1.6i Si 5sp	11140	a	b	100	10	46
1.6i CD 5sp	12655	a	Δ	100	10	48
1.7D LS diesel 5sp	10045	-	b	57	8	56
1.7 LS turbo diesel 5sp	10810	-	b	82	8	52
1.7 D GLS diesel 5sp	10795	-	Δ	57	9	57
1.7 GLS turbo diesel 5sp	11560	-	Δ	82	8	57
2.0i SRi 5sp	12645	-	Δ	115	13	40
2.0i CD 5sp	12905	-	Δ	115	13	45
Astra 5dr 4064/1690 (13'4"/5'6")						
1.4 Merit 5sp	8580	-	b	60	6	50
1.4 L 5sp	9420	-	b	60	6	53
1.4 LS 5sp	9690	-	b	60	6	54
1.4 LS (82bhp) 5sp	10145	a	b	82	6	52
1.4 Si 5sp	10585	a	b	82	8	52
1.4 CD 5sp	12100	a	Δ	82	9	49
1.6i Si 5sp	10980	a	b	100	10	52
1.6i GLS 5sp	11130	a	Δ	100	10	50
1.6i CD 5sp	12495	a	Δ	100	11	49
1.7D Merit diesel 5sp	9140	-	b	57	8	60
1.7D LS diesel 5sp	9885	-	b	57	8	60
1.7D GLS diesel 5sp	10635	-	Δ	57	9	59
1.7 LS turbo diesel 5sp	10645	-	Δ	82	8	59
1.7 GLS turbo diesel 5sp	11395	-	Δ	82	8	59
2.0 SRi 5sp	12485	-	Δ	115	13	52
2.0 CD 5sp	12740	-	Δ	115	13	42
Astra 5dr estate 4277/1690 (14'0"/5'6")						
1.4i Merit 5sp	9630	-	b	60	5	48
1.4i Merit (82bhp) 5sp	9935	a	b	82	6	47
1.4i L 5sp	10105	-	b	60	5	49
1.4 LS 5sp	10830	a	b	82	6	48
1.4 GLS 5sp	11420	a	Δ	82	8	48
1.6i Si 5sp	11660	a	b	100	10	48
1.6i GLS 5sp	11815	a	Δ	100	9	48
1.7D Merit diesel 5sp	9825	-	b	57	8	58
1.7D LS diesel 5sp	10570	-	b	57	8	58
1.7D GLS diesel 5sp	11315	-	Δ	57	9	58
1.7 LS turbo diesel 5sp	11330	-	b	82	8	59
1.7 GLS turbo diesel 5sp	12075	-	Δ	82	8	59
2.0 SRi 5sp	13170	-	Δ	115	13	46
Cavalier 4dr 4420/1702 (14'6"/5'7")						
1.6Envoy 5sp	10125	-	Δ	75	7	48
1.6 LS 5sp	11435	-	Δ	75	7	45
1.7 LS diesel 5sp	11270	-	Δ	57	8	57
1.7 LS turbo diesel 5sp	11800	-	Δ	82	8	56
1.8 LS 5sp	11435	a	Δ	90	8	45
2.0i LS 5sp	11965	a	Δ	115	10	46
1.6 GLS 5sp	12520	a	Δ	75	8	44
1.7 GLS turbo diesel 5sp	12885	-	Δ	82	8	56
1.8i GLS 5sp	12520	a	Δ	90	8	44
2.0i GLS 5sp	13050	a	Δ	115	10	47
1.7 CD turbo diesel 5sp	15160	-	Δ	82	8	56
2.0i CD 5sp	15325	a	Δ	115	12	47
2.0i Diplomat 5sp	16950	a	Δ	115	12	47
2.0i SRi 5sp	14035	-	Δ	115	12	46
2.0i 4x4 5sp	14035	-	Δ	115	12	47
2.0i SRi 16v 5sp	14685	-	Δ	150	14	46
2.0 Turbo 4x4 6sp	19705	-	Δ	204	17	na
Cavalier 5dr 4343/1702 (14'3"/5'7")						
1.6i Envoy 5sp	10265	-	Δ	75	7	48
1.6i LS 5sp	11575	-	Δ	75	7	46
1.7 LS diesel 5sp	11410	-	Δ	57	8	56
1.7 LS turbo diesel 5sp	11935	-	Δ	82	8	56
1.8i LS 5sp	11575	a	Δ	90	8	46
2.0i LS 5sp	12105	a	Δ	115	10	48
1.6i GLS 5sp	12660	a	Δ	75	8	45
1.7 GLS turbo diesel 5sp	13020	-	Δ	82	8	56
1.8i GLS 5sp	12655	a	Δ	90	8	45
2.0i GLS 5sp	13185	a	Δ	115	10	48
1.7 CD turbo diesel 5sp	15295	-	Δ	82	8	56
2.0i CD 5sp	15465	a	Δ	115	12	47
2.0i Diplomat 5sp	17090	a	Δ	115	12	47
2.0i SRi 16v 5sp	14825	-	Δ	150	14	46
2.0i SRi 5sp	14175	-	Δ	115	12	47
Carlton 4dr 4740/1760 (15'6"/5'9") *4750 (15'7")						
2.0 Plaza 5sp	15035	a	Δ	115	12	45
2.0i L 5sp	15580	a	Δ	115	12	45
2.3 L turbo diesel 5sp	16425	-	Δ	100	10	52
2.0i GL 5sp	16485	a	Δ	115	12	46
2.3 GL turbo diesel 5sp	17330	-	Δ	100	10	51
2.0i CD 5sp	18125	a	Δ	115	12	46
2.3 CD TD turbo diesel 5sp	18970	-	Δ	100	10	51
2.0i CDX 5sp	18875	a	Δ	115	12	45
2.6i CDX 5sp	20505	a	Δ	150	13	45
2.0i Diplomat 5sp	20195	Δ	Δ	115	12	45
2.6i Diplomat 5sp	21825	Δ	Δ	150	13	44
3.0i GSi 24v 5sp*	24580	a	Δ	204	16	40
3.6 Lotus Carlton 6sp	45271	-	Δ	377	20	na
Carlton 5dr estate 4750/1760 (15'7"/5'9")						
2.0 Club 5sp	14830	a	Δ	115	12	48
2.0 Club 5sp	15660	a	Δ	115	12	48
2.0 Plaza 5sp	15265	a	Δ	115	12	48
2.0i L 5sp	16035	a	Δ	115	12	48
2.3 L TD turbo diesel 5sp	16865	-	Δ	100	10	52
2.0i GL 5sp	16930	a	Δ	115	12	48
2.3 GL TD turbo diesel 5sp	17760	-	Δ	100	10	61
2.0 Diamond 5sp	18135	a	Δ	115	12	48
2.0i CD 5sp	18530	a	Δ	115	12	47
2.3 CD TD turbo diesel 5sp	19360	-	Δ	100	10	51
2.0i CDX 5sp	19275	a	Δ	115	12	47
2.6i CDX 5sp	20870	a	Δ	150	13	47
Senator 4dr 4851/1765 (15'11"/5'9")						
2.6i CD 4sp auto	23210	Δ	Δ	150	12	47
3.0i CD 24v 4sp auto	26460	Δ	Δ	204	16	38
Calibra 3dr 4496/1702 (14'9"/5'7")						
2.0i 5sp	15145	a	Δ	115	13	55
2.0i 16v 5sp	16825	-	Δ	150	14	55
2.0i 16v 4x4 turbo 6sp	20325	-	Δ	201	na	53
Frontera 3dr 4242/1778 (13'11"/5'8")						
2.0i Sport 5sp	12320-	-	Δ	115	10	67
Frontera 5dr estate 4470/1778 (14'8"/5'8")						
2.4i 5sp	15585	-	Δ	125	10	55
2.3 TD turbo diesel 5sp	16635	-	Δ	100	10	69

a=£732, b= £347

Venturi

11/92; 3 Dlrs; 2yr/Ul/6yrs; Del dealer priced

210 2dr 4089/1702 (13'5"/5'7")						
2.5 coupe 5sp	43694	a	Δ	210	na	na
2.5 cabriolet 5sp	53241	a	Δ	210	na	na
260 2dr 4089/1702 (13'5"/5'7")						
2.8 coupe 5sp	47979	-	Δ	260	na	na
2.8 cabriolet 5sp	57486	-	Δ	260	na	na

a=£2888

Volkswagen

18/93; 320 Dlrs; 1yr/Ul/6yrs; Del £395

Polo 3dr hatch 3759/1575 (12'4"/5'2")						
1.0 Fox 4sp	6495	-	-	45	4	54
1.0 CL 4sp	7495	-	-	45	4	52
1.3 CL 4sp	8295	-	-	55	7	55
1.0 Genesis 4sp	7994	-	-	45	4	54
1.3 Genesis 5sp	8794	-	-	55	7	55
Polo 3dr coupe 3734/1575 (12'3"/5'2")						
1.0 Fox 4sp	6495	-	-	45	4	66
1.0 CL 4sp	7495	-	-	45	4	58
1.3 CL 4sp	8295	-	-	55	7	52
1.0 Genesis 4sp	7994	-	-	45	4	54
1.3 Genesis 5sp	8794	-	-	55	7	55
1.3 GT 5sp	9495	-	-	75	8	46
1.3 G40 5sp	10965	-	-	113	15	46
Golf 3dr 3988/1676 (13'1"/5'6")						
1.4 CL 4sp	9995	-	-	60	6	43
1.4 CL 5sp	10194	-	-	60	6	42
2.0 GTi 5sp	15096	-	Δ	115	14	39
2.8 VR6 5sp	18740	-	Δ	174	16	56
Golf 5dr 3988/1676 (13'1"/5'6")						
1.4 CL 4sp	10425	-	-	60	6	43
1.4 CL 5sp	10624	-	-	60	6	42
1.8 CL 5sp	11785	a	Δ	75	-8	52
1.9 CL TD diesel 5sp	12575	-	Δ	75	8	67
1.8 GL 5sp	13785	a	Δ	90	9	38
1.9 GL TD diesel 5sp	14385	-	Δ	75	9	67
2.0 GTi 5sp	15525	-	Δ	115	14	39
2.8 VR6 5sp	19245	-	Δ	174	16	56
Vento 4dr 4380/1695 (14'4"/5'7")						
1.8 CL 5sp	12995	b	Δ	90	9	na
1.9 CL turbo diesel 5sp	13594	-	Δ	75	9	na
1.8 GL 5sp	14594	-	Δ	90	9	na
2.0 GL 5sp	15255	b	Δ	115	11	na
1.9 GL turbo diesel 5sp	15144	-	Δ	74	9	na
2.8 VR6 5sp	19995	-	Δ	174	16	na
Passat 4dr 4572/1702 (15'/5'7")						
1.8 L 5sp	12795	-	Δ	90	10	41
2.0 CL 5sp	14995	c	Δ	115	12	41
1.9 CL diesel 5sp	14570	-	Δ	75	11	52
1.9 GL diesel 5sp	15915	-	Δ	75	11	52
1.6 L turbo diesel 5sp	12794	-	Δ	80	11	55
2.0 GL 5sp	16385	c	Δ	115	12	42
2.0 GL 16v 5sp	17695	-	Δ	136	14	42
2.8 GL VR6 5sp	22174	c	Δ	174	na	na
Passat 5dr estate 4572/1702 (15'/5'7")						
1.8 L 5sp	13630	-	Δ	90	10	41
2.0 CL 5sp	15930	c	Δ	115	12	41
1.9 CL diesel 5sp	15505	-	Δ	75	11	52
1.9 GL diesel 5sp	16955	-	Δ	75	11	52
1.6 L turbo diesel 5sp	13630	-	Δ	80	11	55
2.0 GL 5sp	17425	c	Δ	115	12	42
2.0 GL 16v 5sp	18735	-	Δ	136	14	42
2.8 GL VR6 5sp	23214	c	Δ	174	na	na
Corrado 3dr 4039/1676 (13'3"/5'6")						
2.0 16v 5sp	18179	-	Δ	136	15	57
2.9 VR6 5sp	20695	c	Δ	190	18	56

a=£810, b=£840, c=£940,

Volvo

1/93; 234 Dlrs; 1yr/Ul/n/a; Del £370

440 5dr 4318/1676 (14'2"/5'6")						
1.6 Li	9495	b	-	84	5	50
1.8 Li	9995	b	a	89	6	49
1.8 Si 5sp	11195	b	Δ	89	6	49
1.8 SE 5sp	12195	b	a	89	7	49
2.0i SE 5sp	12695	b	Δ	110	9	na
2.0 GLT 5sp	13595	b	Δ	110	9	48
1.7 turbo 5sp	15195	b	Δ	120	10	40
460 4dr 4420/1676 (14'6"/5'6")						
1.8 Li 5sp	9995	b	a	89	6	46
1.8 Xi 5sp	10495	b	Δ	89	6	46
1.8 Si 5sp	11195	b	Δ	89	6	46
1.8 SE 5sp	12195	b	Δ	89	7	51
2.0i SE 5sp	12695	b	Δ	110	9	na
2.0 GLE 5sp	13595	-	Δ	110	9	51
2.0 CD 5sp	15195	b	Δ	110	10	50
480 3dr 4242/1702 (13'11"/5'7")						
1.7 S 5sp	12895	b	Δ	102	12	50
2.0 ES 5sp	14195	b	Δ	110	13	47
2.0 LE 5sp	14895	b	Δ	110	13	47
1.7 turbo 5sp	15395	b	Δ	120	13	47
240 5dr estate 4801/1727 (15'9/5'8")						
2.0 Torslanda 5sp	13395	c	Δ	11	13	57
2.0 SE 5sp	14545	c	Δ	111	13	57
2.3 SE 5sp	14945	c	Δ	130	13	55
850 4dr 4660/1760						
2.0 SE 5sp	16995	c	Δ	143	12	46
2.0 GLT 5sp	17995	c	Δ	143	12	46
2.5 GLT 5sp	20595	c	Δ	170	13	45
940 4dr 4877/1753 (16'/5'9")						
2.0 S 5sp	15595	c	Δ	111	15	46
2.3 S 5sp	15995	c	Δ	130	15	46
2.0 S Turbo 5sp	16595	c	Δ	155	16	46
2.0 SE 5sp	16695	c	Δ	111	15	46
2.3 SE 5sp	16995	c	Δ	130	15	46
2.0 SE Turbo 5sp	17696	c	Δ	155	16	46
2.4 SE turbo diesel 5sp	19945	c	Δ	122	15	48
2.3 GLE 5sp	18345	c	Δ	130	15	39
2.0 GLE turbo 5sp	18945	c	Δ	155	16	46
2.4 GLE turbo diesel 5sp	21295	c	Δ	122	15	46
2.0 Turbo 5sp	19695	c	Δ	155	15	46
2.3 turbo 5sp	22545	c	Δ	190	16	35
940 5dr estate 4851/1727 (15'11"/5'9")						
2.0 S 5sp	16195	c	Δ	111	15	46
2.3 S 5sp	16595	c	Δ	130	15	46
2.0 S Turbo 5sp	17195	c	Δ	155	16	46
2.0 SE 5sp	17495	c	Δ	111	15	46
2.3 SE 5sp	17795	c	Δ	130	15	46
2.0 SE Turbo 5sp	18495	c	Δ	155	16	46
2.4 SE turbo diesel 5sp	20745	c	Δ	122	15	48
2.3 GLE 5sp	19145	c	Δ	130	15	39
2.0 GLE turbo 5sp	19745	c	Δ	155	16	46
2.4 GLE turbo diesel 5sp	22095	c	Δ	122	15	46
2.0 Turbo 5sp	20495	c	Δ	155	15	46
2.3 turbo 5sp	23345	c	Δ	190	16	35
960 4dr 4877/1753 (16'/5'9")						
3.0 4sp	26995	Δ	Δ	204	16	37
960 5dr estate 4877/1753 (16'/5'9")						
3.0 5sp	27995	Δ	Δ	204	17	34

a=£370, b=£760, c=£860

Westfield

11/92; Direct Dlr; 1yr/Ul; Del dealer priced

SEIGHT 2dr 3510/1610 (11'6"/5'3")						
3.9 2dr 5sp	16450	-	-	200	na	na
1.8 ZEi 5sp*	14687	-	-	128	na	na

*Model supplied fully built

Every effort is made to ensure the accuracy of this price list. If any discrepancy is noted please call

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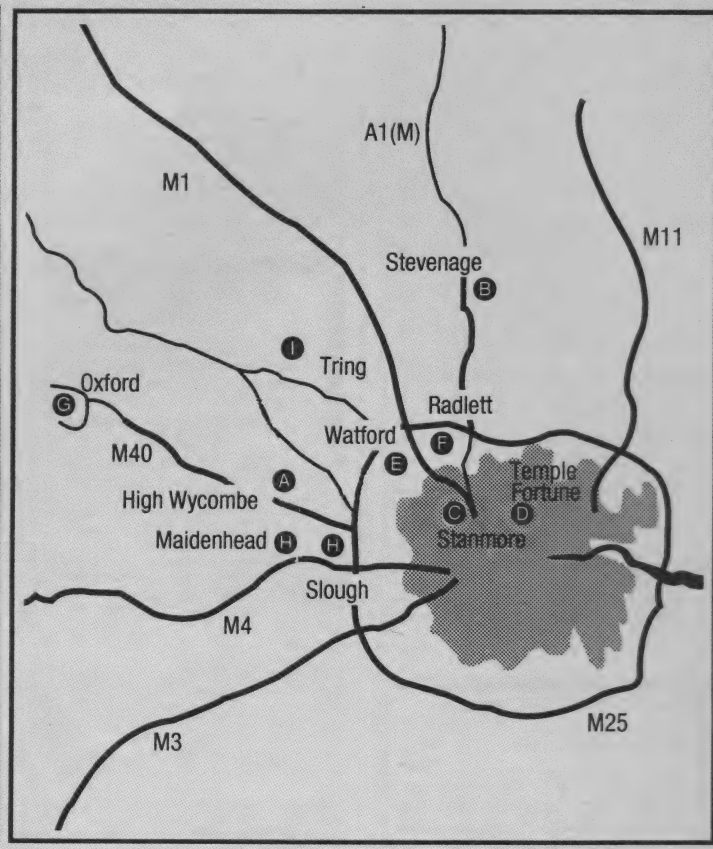
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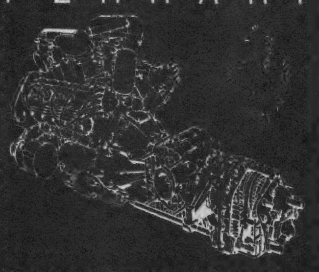
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90 (G) Nissan Sunny ZX 16v, Grey metallic with grey cloth, alloys, 5-spd man, ew, rhr, r/cass, glass sr, 1 owner, fsh £5,995
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190 E 2.5 – 16

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90G	**190E** Auto, Smoke Silver, cream cloth, esr, ew, far, b/s	34T	£14,995
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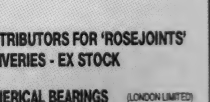
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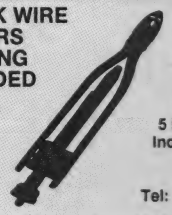
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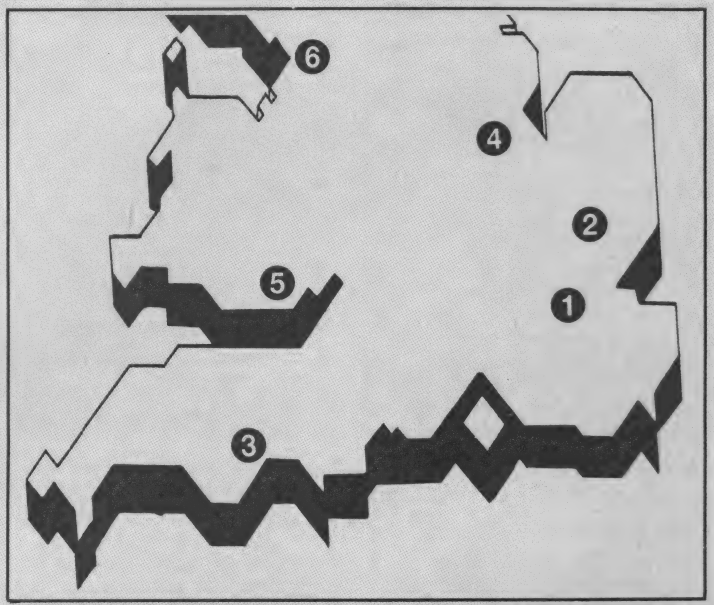
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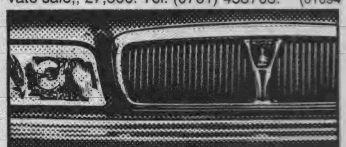
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1991	(H) Corrado G60, Ink blue, power steering, electric sunroof, electric windows, BBS alloy wheels, 14,000 miles	£12,995
1991	(H) Corrado 16V, Dark burgundy, power steering, electric sunroof, electric windows, alloy wheels, 28,000 miles	£10,995
1992	(K) Golf VR6 5-door, Dusty mauve, abs, power steering, electric windows, Grundig cd player, remote control alarm, 3,500 miles	£15,995
1992	(J) Golf GL III, Maritime blue, power steering, elect s/roof, tinted glass, 7,450 miles	£10,995
1992	(J) Golf GTi 16V 5-door, Oak green, power steering, electric windows, sunroof, BBS alloy wheels, 9,000 miles	£11,495
1991	(H) Golf GTi 3-door, pearl grey, power steering, central locking, sunroof, tinted glass, 15,000 miles	£7,995
1991	(H) Golf Driver 1600 Auto 5-door, Tornado red, power steering, sunroof, central locking, tinted glass, 2,000 miles	£9,495
1991	(H) Golf Driver 1600 3-door, Black, s'roof, central locking, tinted glass, 41,500 miles	£6,995
1991	(H) Golf 1300 3-door, Tornado red, 5-speed, sunroof, BBS alloy wheels, twin headlights, spoiler, 13,500 miles	£7,250
1989	(G) Golf 1300 3-door, Black, sunroof, radio cassette, 29,000 miles	£5,495
1989	(G) Polo Coupe S, Jade green, sunroof, alloy wheels, tinted glass, sports seats, 34,000 miles	£4,995

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We are looking to recruit a Sales Manager for our Honda dealership in West London.

A dynamic individual, who can prove his/her sales and marketing abilities in the areas of new and used vehicles, is required.

The ideal candidate must also possess good motivational skills, be successful at generating profits and able to direct and develop sales staff to prospect for new business.

A further essential quality will be a proven track record in sales management, with an existing franchised dealer.

In return, we are offering an excellent remuneration package, including company car and other benefits.

GROUP FLEET SALES MANAGER

We have an excellent opportunity for a self motivated, ambitious and professional Corporate Fleet Sales Manager.

Your role will be to operate on behalf of our Group, from our Central Office in the City of London, and develop new corporate and major fleet business.

Candidates will have an excellent sales record and have gained experience in a similar position within a major franchise operation.

In return we are offering an excellent remuneration package including basic salary, substantial commission potential and company car.

NEW AND USED CAR SALES EXECUTIVE

As part of our expansion plans we have vacancies for Car Sales Executives in our franchised dealerships.

To fulfil our requirements, candidates will need to be able to demonstrate a stable, proven sales record, with franchised dealer experience.

In addition to sales ability you will possess good customer contact skills, and will be enthusiastic to prospect for new clients and not just wait for them.

In return, we believe we can offer one of the best remuneration packages in the business with basic salary, commission scheme graded to both units and profit, plus company car

CAR BUYER

Due to increased sales we require a further Group Used Car Buyer.

The person we are seeking will already be employed in a similar position within a major motor company

The ability to handle fleet purchases as well as routine contact with the motor trade and private customers is essential.

In return we are offering excellent earnings potential and a company car.

For all positions, please apply in writing, with full C.V. to:-

Mr A J Ball, Cornes Motors,
Eagle Court, 6-7 St Johns Lane,
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We have immediate requirements for Sales Executives M/F to Sell Both New & Used Vehicles. Previous Motor Trade Experience Essential. You must be capable of working in a disciplined environment where every profit opportunity is explored to the full.

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SALES EXECUTIVE

We are looking for an experienced self motivating professional sales executive to join our team of successful and friendly staff.

The ideal candidate will have a proven track record in the sale of new and used cars. Benefits include company car and the chance to be part of a successful and established team.

If you are that person, please apply in writing enclosing your CV to Andrew Robinson at Radbourne Racing.

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Wimbledon,
London SW19 1NL

(159898)

Arlington

Arlington Motor Company is one of the largest and most successful multi-franchise dealership groups in the U.K. Arlington is totally committed to the highest standards of quality service in all departments. We achieve these by recruiting, training, developing and rewarding people who can demonstrate the skills and aptitude to become winners in their chosen careers.

Growth in our business has resulted in the imminent opening of our new Rover franchise near ENFIELD, NORTH LONDON where we are seeking suitable candidates for the following challenging positions.

AFTERSALES MANAGER

You will be responsible for establishing and developing all aspects of our aftersales operation.

PARTS CONTROLLER

Reporting to the Aftersales manager you will have responsibility for Parts.

SALES EXECUTIVES

The successful applicant will have a proven track record of negotiation in retail and business sales and the ability to work within a structured sales process using a computer based prospecting system.

VEHICLE TECHNICIANS

Previous experience with Rover and relevant qualifications are essential.

All the above positions carry excellent salaries and benefits.
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You will be joining an organisation which sets specific performance goals and which rewards excellent performance accordingly.

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General Manager, Arlington Motor Company,
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ROVER

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We are an expanding dealership, based in two central London prestigious showrooms, retailing a large number of new and used luxury cars per annum. We want you to help us exceed our current high level of sales and capitalise on new business opportunities.

As part of a dynamic team you will be expected to prospect for new business and meet the needs of our customers whilst maintaining the highest standards of Quality Assurance. We are a BS 5750 registered company covering all aspects of our trading.

Previous Luxury Car experience is desirable, although full training and support for applicants with the drive, determination and the will to win would be available.

Applicants should apply in the first place to:

Miss S. Robertson, Company Administrator, Bradshaw Webb (Chelsea) Limited, Jews Row, Wandsworth Bridge (South), London SW18 1TB, with a full CV and a recent photograph.

BRADSHAW WEBB

(160187)

SALES EXECUTIVE

We are seeking an experienced Sales Person to join our already successful team.

You must have a sales background, be hard working, self-motivated and have a desire to succeed.

On-target earnings exceed £25,000, also company car and fuel allowance available to the right candidate.

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Mike Burgess, Sales Manager

CLOVER LEAF CARS Ford

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Tel: (0344) 27772

(160178)

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Here are just a few recent success stories.

I must write to express thanks for your professional service. Having placed an ad for my Calibra, I was pleasantly surprised by the number of genuine enquiries in the first couple of days. The car was sold by the end of the week for a very satisfactory price.

Should I need to sell a car again in the future, I shall have no hesitation in using Pink Pages and shall be recommending others likewise.

Ian Wright, Windlesham, Surrey

After struggling to sell my Rover through the local press, I placed an ad in your Pink Pages (the cost was actually less than my regional newspaper charged).

I am pleased to say that I agreed a sale, for the asking price, within four days of publication. The lesson I have learnt is that *Autocar & Motor* is read entirely by people interested in cars. The local press is not!

Stephen Dobson, Rotherham, Yorks



In July 92, we sold our Porsche 944 S2 after one ad in Pink Pages, within £500 of the asking price. This January we sold our BMW 320i SE through Autocar Pink Pages again within £500 of the asking price.

Its Pink Pages from now on. Two out of two and quality cars at prices that pleased us. Thank you and cheers!

Andrew Wills
Odiham, Hampshire

I decided to use Pink Pages to sell my Land Rover Discovery and received several enquiries within the first day of publication. Within three days I had accepted an offer and the transaction was completed the following week.

The purchaser and I took advantage of your extremely useful "Advice to Buyers/Sellers" that appears at the start of the Pink Pages and your guidelines ensured that the sale was completed without fuss or bother. It couldn't have been easier.

Keith M. Hiley
Hampton Wick, Surrey

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92
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